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BALTIMORE, APRIL 5, 1900.

Mr. Huntington and the Nicaraguan Canal.

In his recent speech to the business men of Galveston Mr. C. P. Huntington took very strong ground against the Nicaraguan canal. Mr. Huntington claimed that as an expert in transportation he was satisfied that the canal would not be a profitable undertaking for this country. The Manufacturers' Record grants that Mr. Huntington is a great railroad expert, but other men equally as great are equally as strong in their claims that the building of this canal would be one of the wisest steps ever taken by our government. The number who take this view is so overwhelmingly large as compared with the few who follow in Mr. Huntington's lead as to naturally create the suspicion that his personal railroad interests have slightly warped his ability to give unbiased judgment on this question. The people of this country, with the exception of a few whose opposition is traced to their own selfish interests, want this canal; they believe that it would prove of immense value to the whole country; that every day adds to the necessity for it, and that its importance when constructed will be greater than can be estimated now. Adverse influences have long delayed its construction, but Mr. Huntington cannot forever stand in the way of America's progress. The fact is the country is a little greater than Mr. Huntington.

Studying Labor Problems.

A subcommittee of the United States industrial commission has been visiting the South. According to the Commercial-Appeal of Memphis, where they completed their tour of ten days, they visited Charlotte, N. C., Atlanta, Ga., and Memphis, and examined fifty witnesses. The Commercial-Appeal says that when all the data and statistics have been collected and printed the result of the committee's work will be several substantial volumes. The question arises, will the result of the hurried trip amount to anything more than several substantial volumes? This question is suggested by the impression made by the committee at Atlanta, as recorded by the press of that city. The Journal said: "During the three days that the subcommittee was in session here a large amount of

valuable information was secured in regard to the industrial conditions in the South." The Constitution said: "The five sessions held in Atlanta were practically barren of results that will prove valuable when the commission turns in its report to Congress."

As a matter of fact the commission, judged by its two years' history, is likely to have rather an ill-effect than a beneficial one upon the country. If the material collected by it ever is published it will be of use probably only as padding for the speeches of politicians. Other investigations of industrial conditions in the country have been made under congressional auspices, and have demonstrated the impossibility of a wise regulation of labor conditions by congressional action, although they may have helped a politician here and there to hold on to office by offering a sop to an influential element in the voting population. The danger of governmental meddling with what should be mere personal matter between employer and employee is indicated by the developments connected with a bill now before Congress prohibiting labor on any government work for more than eight hours a day. Since its introduction and its reference to the labor committee of the House its author, Representative Gardner of New Jersey, has, according to a dispatch in the Baltimore Sun, discovered that the bill's scope has exceeded his original intention. It is claimed that it would be so far-reaching that in case of the building of a ship, for instance, for the United States, the government would be obliged to mine the coal and iron, smelt the ore, roll and forge it, make its own armor, plates, bolts, pumps, its own electrical machinery and other apparatus, and be prepared to turn out a completely-furnished ship without once going outside the yard; that as no clothing could be made for soldiers, postal employees or sailors except under its provisions, the cloth would have to be woven, the yarn spun, the sheep clipped, all under the eight-hour system, and, in fact, that all activities touching the operations of the government, directly or indirectly, would have to come under its immediate supervision.

This contention may be an exaggeration, but it indicates the trend of movements designed to force a central governmental power to interfere in relations the regulation of which may safely be left to the individuals chiefly concerned, and certainly in extreme cases to the separate States. Conditions vary so greatly in different parts of the country that the national government can no more decide upon an ironclad uniform law for labor, if labor and capital are to have their full development, than it can dictate uniformity in wearing apparel or in food. The industrial commission seems to have been born in the desire to lead to governmental interference with one part of the country to overcome by artifice the natural advantages which it en-

joys over other parts. Its tendency, therefore, is evil, and should be resisted at every stage by men who wish for their country's happiness and prosperity.

The Texan Outlook.

A broadside is being circulated containing the report of an interview with Governor Joseph D. Sayers by Mr. M. C. McGee, secretary of the cotton-mill executive committee of San Marcos, Texas, dealing with the position of the State as a place for safe investment of capital and the establishment of manufactures. The concluding question and answer are as follows:

Is there any reason to fear that Texas is liable at any time to enact laws inimical to investments and to manufacturing establishments?

I apprehend no danger whatever in this respect.

The date of this interview is not given in the broadside. It is presumed, however, that it must have taken place since the adjournment of the special session of the Texas legislature, at which was defeated a tax measure against which the best interests of Texas were arrayed. Since adjournment Mr. John D. Pitts, a member of the legislature, who was an opponent of the bill, has announced that there is a well-matured scheme on foot to pass the bill at the next session of the legislature. In an interview for the San Antonio Express he makes some strong statements on the subject, warning the people of Texas to be on their guard. Some extracts from his interview follow:

The welfare of Texas has never been so seriously threatened as it was in the attempt to pass the commission tax bill. It would have arrested the progress of every enterprise and increased the cost of every utility, public or private, through indirect taxation, deliberately contrived to fall at last on the consumer and producer.

It would have taxed debtors on their debts, raised the interest on loans, increased the rents of tenants and doubled the taxes on farms. It would have made it more difficult to buy homes in Texas, and would have prolonged the debts on those that are partially bought. The bill attempted to create imaginary property for the purpose of taxation, and which when defined appeared to be the surplus indebtedness of stock companies over and above their tangible taxed investments in the State.

It violated the constitution in attempting to assess property by statute when that instrument says it shall be done by the county assessors. It tried to make the owners of property assess and value property under repugnant oaths and threatened criminal prosecutions. It would have combined the machinery of national banks with the commissioners' courts and formed a tax inquisition to chase down delinquents regardless of the constitutional barrier against the impressment of federal departments into the service of the State.

Considered as a whole, the bill was a wonderful violation of the requirement that taxation should be equal and uniform. It was neither measured by principles of law nor limited by the boundaries of States. . . . These and many other features equally as ridiculous and unjust could have been nullified by the courts, but there was another part of the bill even more dangerous, yet it was within the arbitrary scope of the taxing power and when enacted into law would have been beyond judicial relief. It was that part of the bill which, under the pre-

tense of reducing the ad valorem rate three and one-half cents, would have forced the rendition and valuation of ad valorem property 100 and 200 per cent. higher than its present valuation; taxes on real and personal property would have been doubled, and in some instances trebled, under the commission tax bill, notwithstanding the fact that the present rate of taxation and valuation of property exacts more money from the people than the State can use, and piles up a great surplus in the treasury. That surplus would have easily been consumed, however, had the bill passed, for it provided for the increase of official salaries and the creation of several new officers, who were to aid in enforcing the new tax bill.

The effect of doubling property valuations for taxation would have resulted in a ruinous tax loot upon the agricultural and other property interests of Texas. It would not have affected materially the poorer eastern, western and southwestern counties of the State, but it would have fallen like a blight upon the black land farms, the mills and mines and manufacturing enterprises of the State.

As a whole, the bill was a strange perversion of the laws and customs that were older and more mature than the experience of any living man, and if it ever becomes a law Texas will be set back a quarter of a century in her progress. The decrease of interest would cease and the rate would begin to ascend; money that had lately turned from low-rate loans to seek investment in mills and factories would turn again to seek greater profits in mortgages and usury.

It would have closed many a door to the workingman; it would have reduced the value of labor and have taken from the tables of the poor necessities that could not well be spared.

In view of Governor Sayers' statement that he apprehends no danger of Texas enacting laws inimical to investments and to manufacturing establishments, Mr. Pitts' interview is rather startling. Perhaps, though, the governor is determined to lend his influence against the revival of the tax-commission bill at the coming session of the legislature.

Pointers from Competitors.

The Manufacturers' Record has had occasion recently to call attention to the hostile attitude of leaders of English opinion toward measures now before Congress for the upbuilding of American commerce abroad. The Washington Post has gathered extracts from a number of British publications bearing on this subject, and they are worth perusal by individuals whose utterances and actions seem to indicate their desire that American commerce shall continue to be carried on principally by foreign vessels, with England dominating. They are as follows:

The Engineer of London, a trade paper of high standing:

The development of a native American shipbuilding industry can be of advantage to neither builders nor owners here.

The Syren and Shipping, a London organ of the shipping industry:

Clearly our American cousins are greatly in earnest on the subject of commercial expansion, and British manufacturers and merchants would do well to take time by the forelock. . . . It is potent that American competition with Great Britain, both in shipping and in manufacturing enterprises, will not be relaxed, but increased in the next few years. We do not wish to imply that there is any need for despondence at such prospective competition. We merely

urge watchfulness and a yet closer attention to those persistent and enlightened efforts which have enabled British shipowners and manufacturers to attain their present position.

The Herald of Commerce of London:

The American shipping bounty bill, known in the last Congress as the Payne-Hanna bill, has been before the appropriate committees of the House of Representatives and the Senate, where speeches were made and evidence given in its support. And we may say at the outset that there is good reason to believe that the bill will pass into law. Every thoughtful British shipowner and member of Parliament will appreciate the possible influence and consequences of this piece of shipping legislation.

Fairplay, a weekly publication of London:

What British shipowners and shipbuilders have to fix their mind on is the fact that the republicans are bent on carrying this subsidy measure; that they are in an absolute majority in the new Congress, and that they are quite enough to make concessions and avoid extremities so as to minimize the probability of an attempt to repeal the measure in the succeeding Congress. The prospect as regards American competition with British shipping was never so serious as it is now.

In estimating the probable effects of measures affecting trade, a pretty safe rule is to discover the opinion about the measures held by trade competitors. The opposition of England to the ship-subsidy bill ought to indicate the value of the measure to the United States in spite of sentimental diplomacy.

In a letter to the Manufacturers' Record Walter G. Kirkpatrick, city engineer of Jackson, Miss., writes:

Allow me to express my sympathy with the policy and methods of the Manufacturers' Record. It never has the blues, but persistently and faithfully pushes along the movement which is opening up the prosperity of the South, in which any thinking observer must have confidence. I wish success both to the Manufacturers' Record and to its cause.

The successful preliminary trips of the battleship Kearsarge and the handsome new Cromwell liner, both built by the Newport News Shipbuilding & Dry-Dock Co., are an indication of the promise for Southern shipbuilding both for the navy and for the commercial marine.

Isthmian Canal Bibliography.

A bibliography of timely importance, just published as a Senate document, is a list of books and of articles relating to the interoceanic canal and isthmian railway routes, prepared by Hugh A. Morrison, Jr., of the Library of Congress. The list includes 863 books and pamphlets, of which the Library of Congress possesses 482, and 1176 articles in periodicals, of which the library possesses 980. It is intended primarily to supply the titles of works requisite for the practical study of interoceanic canal problems, and in it have been included some of the chief authorities on the historical side. The literature of the Suez canal has been included as offering practical illustrative material. The bibliography is arranged in parts, dealing with general treatises, the Nicaragua route, the Panama, Darien and the Valley of Atrato routes, the Tehuantepec and Honduras routes, and the Suez canal, respectively, while an appendix prepared in the office of the superintendent of documents is a guide to the United States public documents relating to the subject. The bibliography, which displays the skill of a trained librarian accustomed to meeting the needs of many minds, is a valuable publication which is likely to be consulted frequently with practical results during the next few months.

GERMAN IRONMAKERS SELLING 1901 OUTPUT.

Short Supply, Broadening Demand and Advancing Prices Cover the Situation.

Special Correspondence Manufacturers' Record.

Berlin, Germany, March 22.

The danger of strikes in the German coal-mining industry, which was referred to in my last letter to the Manufacturers' Record, has happily blown over without any serious interruption to production, and in all parts of the empire work in the coal mines is now going on at the top of their capacity. Also in Austria the great strike, which has been maintained with remarkable stubbornness for above two months, is at last breaking down, and the operatives are gradually returning to work. This event is of great importance to Germany's manufacturing establishments, since the strike was drawing away large amounts of coal which was only too badly needed at home.

The coal famine in Germany, however, has grown more acute than ever, and one of the leading topics discussed now by chambers of commerce and other commercial bodies is, how to relieve the chronic shortage of coal. Many establishments find themselves placed before the alternative of closing down or buying English coal at prices averaging above \$6 a ton. The situation now prevailing in the German coal trade certainly offers a rare opportunity to American exporters, provided they can spare any considerable quantities for this market. At any rate, it would be worth the trouble of our producers to strain a point now to enter the German market, so as to establish permanent relations with consumers here; for no future event can be more certain than that the inexhaustible coal resources of the United States are going to be drawn upon by Germany, as well as other continental countries, from now on to an extent that nobody has ever dreamed of heretofore. The cheapness of coal in the United States is a permanent factor as compared with European conditions, and it may be regarded as certain that prices here will never again reach the low level prevailing before the present great boom set in. Consumption has been permanently enlarged here in a way that excludes the idea that coal can ever again reach the old level of prices. As I see the situation, then, there is an immense future for the American coal industry in the European market, and the development of our coal exports will soon surprise the world in the same manner as our exports of iron and iron manufactures have already done.

Various plans for relieving the coal famine have been suggested. The brick manufacturers of the Westphalian country are forming a co-operative purchasing agency with a view to importing coal in large quantities from England. The plan referred to in my last letter of abolishing the differential freight rates in favor of coal intended for export, so as to keep as much coal at home as possible, has not yet been carried out. The Prussian minister of railways some time ago pointed out in the Diet the difficulty of carrying out this plan. He showed that other German States, besides Prussia, have similar differential rates, and that it would be a hardship for the Prussian roads, as well as for the coal producers on Prussian territory, if Prussia should go forward alone and abolish the differentials. Nevertheless, the subject is still widely discussed, and at the next meeting of the Prussian railway council, which will be held April 6, an attempt will be

made to put through a resolution abolishing the differentials.

One of the chief subjects of criticism during this coal famine has been the coal syndicate, which has not only stoutly opposed the abolition of the differentials, but had even maintained, up to a very recent date, the limitation of production that has been accustomed to keep in force in times of less active consumptive demand than the present. Only a few weeks ago the syndicate made a concession to public opinion by giving all the mining companies allied with it free hand to mine and sell as much coal as they can. Nevertheless, the agitation against the syndicate continues. Only the other day the president of the Chamber of Commerce in Barmen wrote to the syndicate in behalf of the Chamber asking it to suggest ways and means for relieving the coal famine, and intimating very plainly that if a satisfactory answer were not given the Chamber would petition the government to decree the prohibition of coal exports altogether so long as present conditions prevail. Other chambers of commerce have supported this plan, and the idea has found considerable favor in the press.

The most remarkable demonstration in connection with the coal famine was held two days ago at Solingen. Here sixty-five manufacturers met the Chamber of Commerce and declared that unless the coal famine were soon relieved many establishments would have to shut down, and thousands of operatives would be thrown out of employment. This meeting recognized the moderate policy of the syndicate in the matter of prices, but it was pointed out that the middlemen were raising prices enormously and were pocketing inordinate profits. Therefore the syndicate was appealed to to compel the dealers to pledge themselves before the renewal of present contracts to agree to sell only at a certain moderate advance upon the syndicate prices. The syndicate has pledged itself to try to prevent the dealers from unduly marking up prices.

In the iron trade there have been very general advances of prices since my last letter was written. This phenomenon deserves special attention, since it comes at a time when iron prices in the United States have already begun to decline. According to my information, it is generally admitted that prices have now passed the high-water mark in the United States, but here it may be assumed that present prices will be maintained for at least the whole of next year. The recent advances of prices apply to next year's contracts, which are now being signed. Some departments of the trade, indeed, have refused to bind themselves beyond the first six months of next year, and this decision is undoubtedly dictated by the expectation that the American market will begin by that time to exert considerable pressure upon European prices. As yet the weakening of prices across the Atlantic has failed to produce any practical effect here, and this is the best proof of the strength of the situation on this side of the water. Indeed, all signs point to a continuance of the present remarkable scarcity of pig-iron into next year. Recently the Duesseldorf pig-iron syndicate announced that it can fill only seven-twelfths of the orders received for next year, and the Westphalian syndicate an-

nounces that its orders for iron are twice as great as its productive capacity. One difficulty in the near future is that the furnaces have been run under pressure for so long a time that many will have to be blown out soon for repairs. Already there has been a slight slowing up of production through this cause, and it will probably be still more felt in the near future. In rolled iron and steel sales are already being made to some extent for next year, but the rolling mills are not disposed to bind themselves for so long a period. This is a further striking indication of the strength of the situation here as seen by the producers themselves.

In view of the conditions just described, it is now very generally believed that the present boom in the iron trade here has still the promise of long life in it. As far as can be judged now, it seems improbable that any serious relapse can occur in less than two years. Consumption in all lines is broadening out in a way that the most sanguine spirits never dared to expect, and nobody can point to a single fact in the whole situation that indicates a waning of the present movement, now or within the near future. The tide of prosperity keeps on mounting upward, as is shown, for example, in the increasing railway receipts. The Prussian roads report for February receipts of 95,917,000 marks, which means an increase of 7,329,000 marks upon February, 1899. A striking sign of the general movement is found in the statement of the Allgemeine Elektrizitäts-Gesellschaft of Berlin that it has contracts on its books amounting to above 50,000,000 marks more than at this time last year. The contracts of the State railways for work during the current year will reach 25 per cent. more than last year, and the budget committee of the Prussian Diet has just voted to appropriate 115,000,000 marks for the construction of secondary and other roads.

The subject touching German-American trade relations most closely just now is the meat bill, which has recently passed its second reading in the Reichstag. The bill amounts to a desperate and unscrupulous attempt on the part of the German agrarians to shut out American meats under the pretense that they are dangerous to health. The passage of the measure by the Reichstag by an enormous majority is a sufficient indication of the strength and determination of the agrarians, but the manufacturing and commercial classes have been everywhere stirred up to the danger to Germany's foreign trade involved in this measure, especially the danger to the trade relations with the United States. Hence there has been a chorus of protests from these classes, the like of which Germany has not heard for many a day. Nearly all the chambers of the country have protested individually; and, in addition to these individual protests, a great meeting was held by the Berlin Chamber of Commerce last Sunday, at which there were delegates present from forty-three other chambers of commerce, while eighty-six other chambers gave in their adhesion to the demonstration by letter or telegram. This leaves only a very few bodies that did not join in the protest. This strong assertion of their standpoint on the part of the manufacturing and commercial classes is having an immense effect in strengthening the determination of the government not to give in to the agrarian onset. It may be regarded at present as certain that the prohibitory features of the meat bill will never become law, and that from this source no serious danger threatens the trade relations between Germany and the United States.

WILLIAM C. DREHER.

STRIDES IN THE TEXTILE INDUSTRY.

Progress Made in Southern Mill Building in Three Months.

So great has been the activity during the first three months of 1900 in the building of new cotton mills through the South and of the enlargement of established mills that the Manufacturers' Record presents today a list of mills definitely organized since January 1 and of the proposed enlargement of mills already in operation.

There are some striking facts bearing on this mill development which are worthy of more than passing attention. In the first place, it will be noted that men long identified with the cotton-mill interests—men who have made a pre-eminent success of this business—are the most active factors in the enlargement of the South's textile industry, either through the enlargement of their own mills or their active identification with new mills. This point has been constantly illustrated during the last few years, but taking simply the enterprises organized since the first of January, and they include the building at Columbus, Ga., of a 20,000-spindle mill by the Bibb Manufacturing Co. of Macon; the building at Gainesville, Ga., of a 50,000-spindle mill to cost more than \$1,000,000 by the Pacolet Manufacturing Co. of South Carolina; a 15,000-spindle mill at Durham, N. C., to cost about \$400,000; a 25,000-spindle addition to an established mill at Greenville, S. C., at a cost of about \$600,000, and several other additions of 10,000 spindles and less. Thus we have on one side the rapid enlargement of Southern cotton-mill interests by capitalists notably successful in this line of industry, while, on the other hand, the striking feature is the extension of cotton-mill interests in States which have not heretofore taken an active part in this industry. Mississippi and Texas, for instance, which have hardly been classed as cotton-manufacturing locations, except to a limited extent, are now actively organizing new cotton mills, and since the first of January Mississippi reports four new mills definitely organized and Texas five, while in both States a large number of other companies are being organized to build mills. But in the list, which is here presented, care has

been taken to report only those mills about the building of which there is no question. Most of these mills, in fact, are either wholly or partly contracted for, both buildings and machinery. Many other companies not chronicled here are practically assured, but as they cannot be classed as positively assured, we have not counted them in this list.

The total number of spindles reported in this list of new mills and of the enlargement of established mills since January 1, or in the first three months of 1900, figures up 594,968. This would represent an aggregate investment in equipment and operation of about \$15,000,000 to be added to the capital already invested in Southern cotton mills. Of strictly new mills reported in this list there are sixty-six, with an aggregate of 430,000 spindles, and of mills that have been reported since January 1 as being enlarged there are thirty-one, with an aggregate additional spindles of 164,968. In most cases the number of looms has not been reported by the projectors of the new mills, and hence no totals are given for looms.

It must be remembered in this connection, as already emphasized, that these figures are not intended to include new mills reported prior to January 1, nor of enlargements reported prior to that date and which are now being built, but only the mills that have been organized within the last three months.

Alabama.

| Name. | Location. | Spindles. | Looms. |
|------------------------------|------------|-----------|--------|
| John H. Noble et al. | Anniston | 5,000 | ... |
| T. L. & W. L. Robinson | Anniston | 2,500 | ... |
| Anniston Yarn Mill Co. | Anniston | 5,000 | ... |
| Columbiana Mfg. Co. | Columbiana | 2,500 | ... |
| *Eufaula Cotton Mills. | Eufaula | 1,000 | 32 |
| Madison Spinning Co. | Huntsville | 5,000 | ... |
| W. A. Handley Mfg. Co. | Roanoke | 5,000 | ... |
| *Highland City Cotton Mills. | Talladega | 1,900 | ... |

6 new mills. 27,640

Georgia.

| | | | |
|--------------------------------------|--------------|-----------------------|-------|
| Piedmont Mfg. Co. | Atlanta | 5,000 | ... |
| Elizabeth Cotton Mills. | Atlanta | 5,000 | ... |
| Baldwin Cotton Mills. | Baldwin | 3,000 | ... |
| C. L. Perkins et al. | Columbus | \$25,000 waste mill. | ... |
| Bibb Mfg. Co. (of Macon) | Columbus | 20,000 | ... |
| Middle Georgia Cotton Mills. | Eaton | 5,000 | 125 |
| Pacoret Mfg. Co. (of Pacolet, S. C.) | Gainesville | 50,000 | 2,000 |
| Community Cotton Mills. | Geneva | 2,500 | ... |
| *Kushon Cotton Mills. | Griffin | 5,000 | 160 |
| *Witham Cotton Mill. | Hartwell | 3,000 | 102 |
| Hawkinsville Cotton Mills. | Hawkinsville | 2,500 | ... |
| Unity Cotton Mills. | Lagrange | 5,000 | ... |
| Lagrange Cotton Mill Co. | Lagrange | 10,000 | ... |
| *Payne Cotton Mills. | Macon | 1,700 | ... |
| *Willingham Cotton Mills. | Macon | 3,025 | ... |
| Millen Cotton Mills. | Millen | 5,000 | ... |
| Walton Cotton Mill Co. | Monroe | 3,000 | ... |
| Jno. T. Richardson (of Dalton) | Ringgold | \$50,000 thread mill. | ... |
| Tennille Cotton Mills. | Tennille | 3,000 | ... |
| Tifton Cotton Mills. | Tifton | 4,000 | 125 |
| Toccoa Cotton Mill. | Toccoa | 5,000 | ... |
| *Union Mfg. Co. | Union Point | 1,400 | ... |
| Tillman Mfg. Co. | Valdosta | 1,500 | ... |
| Valdosta Cot. Mfg. & Sup. Co. | Valdosta | 5,000 | ... |

18 new mills. 147,628

Mississippi.

| Name. | Location. | Spindles. | Looms. |
|------------------------------|-------------|-----------|--------|
| Greenville Cotton Mills. | Greenville | 10,000 | ... |
| Hattiesburg Cotton Mills Co. | Hattiesburg | 10,000 | ... |
| *Meridian Cotton Mills. | Meridian | 5,240 | 200 |
| Tupelo Cotton Factory. | Tupelo | 5,000 | ... |
| Yazoo Cotton Mills Co. | Yazoo City | 10,000 | ... |

4 new mills. 41,240

North Carolina.

| | | | |
|--------------------------|----------------|----------------------|-----|
| Charlotte Waste Co. | Charlotte | \$50,000 waste mill. | ... |
| Magnolia Webbing Co. | Charlotte | 5,000 | ... |
| *Gaston Mfg. Co. | Cherryville | 5,000 | 96 |
| Ashley Horne, president. | Chayton | 3,000 | ... |
| *Golden Belt Mfg. Co. | Durham | 15,000 | 400 |
| *Chatham Mfg. Co. | Elkin | 10,000 | ... |
| Enfield Cotton Mills. | Enfield | 2,500 | ... |
| *Trenton Cotton Mills. | Gastonia | 3,000 | ... |
| Borden Mfg. Co. | Goldensboro | 5,000 | ... |
| Harrisett Cotton Mills. | Henderson | 7,500 | ... |
| E. L. Shuford Mfg. Co. | Hickory | 7,500 | 200 |
| *Anchor Mills. | Huntersville | 1,535 | ... |
| Bonnie Cotton Mills. | Kings Mountain | 5,000 | ... |
| Nokomis Cotton Mills. | Lexington | 10,000 | 340 |
| Lowell Cotton Mills. | Lowell | 3,000 | ... |
| *Monbo Mfg. Co. | Monbo | 415 | ... |
| *Mooreville Mfg. Co. | Mooreville | 5,000 | ... |
| Pembroke Mfg. Co. | New Bern | 5,000 | ... |
| Oxford Cotton Mill Co. | Oxford | 5,000 | ... |
| *Edna Cotton Mills. | Reidsville | 3,000 | ... |
| *Kessler Mfg. Co. | Salisbury | 5,000 | ... |
| Smithfield Cotton Mills. | Smithfield | 2,500 | ... |
| Lilly Cotton Mills. | Spray | 5,000 | ... |
| *Argyle Cotton Mills. | Sweptownville | ... | 100 |
| *Capelsie Cotton Mills. | Troy | 5,000 | ... |
| S. T. Nicholson et al. | Washington | 2,500 | ... |
| *Weldon Cotton Mfg. Co. | Weldon | 2,000 | ... |

15 new mills. 119,352

South Carolina.

| | | | |
|--|---------------|--------|-----|
| Croft Mfg. Co. | Alken | 25,000 | 750 |
| Riverside Mfg. Co. | Anderson | 5,000 | ... |
| Georgia-Carolina Mfg. Co. | Anderson | 5,000 | ... |
| *Bennettsville Mfg. Co. | Bennettsville | 4,000 | ... |
| Blackburg Cotton Mill Co. | Blackburg | 5,000 | ... |
| Amelia Mills. | Bradleys | 5,000 | ... |
| Cheraw Cotton Mills. | Cheraw | 5,000 | ... |
| *Wylie Mills. | Chester | 5,000 | ... |
| *Columbia Mills Co. | Columbia | 14,000 | ... |
| *Fairmont Mills. | Fairmont | 2,050 | 45 |
| *Fingerville Mfg. Co. | Fingerville | 10,000 | ... |
| Limestone Mfg. Co. | Gaffney | 12,500 | 300 |
| *F. W. Poe Mfg. Co. | Greenville | 25,000 | 750 |
| *Grendel Cotton Mills. | Greenwood | 15,000 | 450 |
| Greer's Mill. | Greer Depot | 2,500 | ... |
| Wilmut Cotton Mills. | Honea Path | 10,000 | ... |
| Leesville Mfg. Co. | Leesville | 5,000 | ... |
| Iceman Mills. | McClell | 10,000 | ... |
| Alex. Finlay, president (of Greenville, S. C.) | Simpsonville | 10,000 | 500 |
| *Walhalla Cotton Mills. | Walhalla | 6,672 | ... |
| T. E. Moore et al. | Wellford | 10,000 | ... |
| Williamston Mills. | Williamston | 5,000 | ... |
| Woodruff Cotton Mill Co. | Woodruff | 10,000 | ... |
| *Sutro Cotton Mills. | Yorkville | 2,000 | ... |

15 new mills. 208,752

Tennessee.

| | | | |
|----------------------------------|--------------|--------|-----|
| W. V. McFadden et al. | Covington | 5,000 | ... |
| Elk Cotton Mills. | Fayetteville | 5,000 | ... |
| W. B. Crinkley (of N. C.) et al. | Harriman | 5,000 | ... |
| Knoxville Cotton Mills. | Knoxville | 10,000 | ... |

4 new mills. 25,000

Texas.

| | | | |
|-----------------------------|------------|-------|-----|
| Belton Cotton Mills. | Belton | 5,000 | ... |
| Corseana Cotton Factory Co. | Corseana | 5,000 | ... |
| Rusk Co. Cotton Mill Asso. | Henderson | 2,500 | ... |
| W. H. Webb, president. | Itasca | 5,000 | ... |
| *Sherman Cotton Mill. | Sherman | 2,856 | 72 |
| Waxahachie Cotton Mills. | Waxahachie | 5,000 | ... |

5 new mills. 25,356

Grand total, 67 new mills. 594,968

*Established mills adding.

THE CULLOM AMENDMENT.

A Western Manufacturer's Practical Objections to the Proposed Legislation.

In a letter to the Manufacturers' Record the traffic manager of a large Western manufacturing concern sets forth several practical objections to the Cullom bill for the enlargement of the powers of the interstate commerce commission as follows:

"Having read with considerable interest your editorials on the subject of the proposed amendment to the interstate commerce law introduced by Senator Cullom, I take the liberty of expressing my views on the subject.

"Having had considerable experience in railroad, and now looking after the shipping interests of a large manufacturing firm in the West, I feel that the passage of the proposed amendment would be injurious to all manufacturers.

"The principle objection, from the manufacturer's standpoint, appears to be the section which authorizes the commission to prepare and publish within one year from the passage of this act a classification of freight articles and rules and regulations and conditions for freight transportation, which shall be known as the national freight classification. No intimation is given as to what shall be the 'regulations' or 'rules' which shall govern such classification, nor are shippers enlightened as to the probable class under which their shipments shall be carried. This section gives the commission unlim-

ited power, and the shipping public have no opportunity to express themselves as to the classification, rules and conditions which shall govern their shipments before the classification becomes effective.

"The conditions of transportation vary in different States, and a rule which would be advantageous to one particular article in a certain district would not be applicable to the same in another section of the country.

"It is not to be expected that a commission sitting in Washington should be cognizant of the local conditions of the various manufacturing districts, nor does it seem possible that they can manage and control the transportation of the entire railroad system of the United States. Those fully conversant with the problems of transportation are aware that there are many difficulties surrounding the classification and movement of freight which competing companies themselves oftentimes are unable to satisfactorily adjust, and it cannot be conceived that an untrained commission composed of men whose lives have been spent in different channels of thought and action can grasp and solve those problems to the study of which expert railroad officials have devoted their entire lives.

"As your readers are doubtless aware, all shipments are transported either under a classification or commodity tariff. The latter are exceptions to the classification, and are issued to enable certain articles to be transported to competitive points, so that both the producer and the railroad company may have an

opportunity of securing a portion of the business. With few exceptions, such articles as coal, coke, pig-iron, lumber, grain, flour, cement, salt, live-stock, packing-house products and many manufactured articles are shipped under a commodity tariff. The rates oftentimes represent the difference in the cost of production at various centers, so that the shippers of each of these articles from different shipping points can place their shipments in a particular market at about the same price.

"In the West, Chicago is the great market for all of these articles, and in fixing rates upon such commodities the railroads bear in mind the cost of production and then endeavor to make a rate which shall enable the articles to be placed in Chicago at about the same delivered price. The 'Bogue' differentials on lumber from Michigan, Wisconsin and Minnesota points, I believe, are recognized by all lumber shippers as being fair and equitable to all, by enabling lumber to be delivered at Chicago from the various producing points at about the same price.

"The cost of manufacturing lumber varies at different places on account of the distance from the lumber to the stream, and the cost of logging, etc., so that should the lumber commodity tariff with the Bogue differential be abrogated, the shipping point nearest the market would be the principal point at which lumber would be bought, leaving the other industries in no condition to compete for the trade and at the same time

depriving the purchaser of the opportunity to buy his goods in any special district. The same condition exists regarding the shipments of coal mined in Illinois, Indiana, Ohio and Pennsylvania. The coal mined varies in quality, and its value is borne in consideration when the railroad companies fix the rates, so that the miners in different localities have an opportunity to dispose of their coal in competition with a superior quality from some other locality.

"Shippers of salt in Michigan are enabled to place their products in the West and Southwest to meet the competition of the Kansas salt, which could not be done under a class rate. Neither could shippers of cement from Louisville, Milwaukee and Yankton place their products in the West and other points should commodity tariffs be withdrawn. Live-stock, grain, flour and other articles of consumption are subject to the same rule, and such shipments would be confined to certain localities should the present amendment become a law, as section No. 6 provides that 'any common carrier subject to the provisions of this act which neglects or refuses to observe and apply such classification, or which uses and applies any other classification, shall be subject to the penalties provided for the same.

"It seems to me that such a radical change as the abrogation of commodity tariffs would result in circumscribing the sales of manufacturers and prevent the public from securing the advantages of trade competition.

"It is my belief that if each manufacturer would make a close study of this question, comparing his present rate under a commodity tariff and what it would probably be under a class rate, he would use every means in his power to oppose the passage of the proposed amendment."

AMERICAN RAILS ABROAD.

Opportunities of American Manufacturers in Foreign Markets—Use of Heavier Equipment Will Require 1,000,000 Tons This Year for American Lines—A Forecast from an Eminent Authority.

In November, 1897, the Manufacturers' Record, in an article on the exports of American steel, made the following statement:

"It can be said, upon the evidence of the best authorities, that the American steelmakers today can control the market of the world if they can obtain transportation rates which are on anything like an equitable basis. At Sparrow's Point, on the harbor of Baltimore, orders for steel rails are being filled by the Maryland Steel Co. from all parts of the globe; in fact, these works are making rails for probably more foreign countries than any other plant in this country or Europe. The Maryland Steel Co. has found buyers in Australia, Africa, India, Mexico, the Argentine Republic of South America, and recently a quantity of rails have been sent to England to be used for switch tracks, etc. * * * The Manufacturers' Record is informed by eminent authorities on the subject that this remarkable increase in the exporting of steel rails and metal productions is but the beginning of a very extensive export trade, and that the question of production at prices which will compete with European concerns is practically settled."

Since the article containing these predictions was published, the columns of the technical press and newspapers in general have been full of accounts which verified it. The possibility of American steelmakers controlling the world's market is no longer a question of the future as far as rails are concerned. They are today in control, in spite of the fact that they are obliged to pay from \$2 to \$5 per ton more freight than English or German competitors, owing to the scarcity of tonnage offering. In addition to the countries mentioned above, American rails have gone into Norway and Sweden, Japan, the West Indies, and have been laid down recently in the heart of London itself. Contracts are being made for rails to be sent to nearly every country on the globe which civilizing influences have reached. The most conservative manufacturers are frank to acknowledge that they can see no limit to the expansion of foreign business in this particular product, and if they were placed on equal terms with the British manufacturers, as far as facilities for transportation are concerned, the shipments this year abroad from the United States would be nearly double the quantity which at present is calculated upon.

The article from which the opening paragraph is quoted was based upon information obtained from one of the largest exporters of steel rails and billets in this country. The Manufacturers' Record is under obligations to the same authority for the statements which it is now making. In order to give an accurate outline of the prospects for continued export and domestic business in steel, especially rails, the writer obtained the opinion of the gentleman, which in detail follows.

The demand from railroads, according

to this authority, for repairs alone during 1900 will reach fully 1,000,000 tons, over 25 per cent. more than during last year. The quantity required for 1901 will probably exceed these figures, in spite of the material advance in price which has taken place within the last twelve months. This is due principally to the increase in the size of rolling stock on the larger systems. With the freight cars carrying forty to fifty tons dead weight, compared with twenty and thirty tons a few years ago, and with locomotives weighing from 75 to 100 tons, a third more than ten years ago, 50 and even 60-pound rails are too light to withstand the wear and tear of traffic, and must be replaced with steel weighing 75, 80 and 100 pounds to the yard. New bridges are required also, and the demand for structural metal has been greatly increased in this respect; in fact, locomotives and cars in common use ten years ago have become practically obsolete on the trunk lines. A company cannot do business at a profit with this kind of rolling stock, in view of the sharp competition which at present exists, and the older engines and cars are being placed upon branches and feeders, to be replaced by the heavier equipment.

In considering the quantity of rails needed for relaying purposes, no account is taken of the demand caused by construction of new railway lines. The indications for 1900 are that several thousand miles will be built in the Southern States alone. As is indicated by recent construction in the Carolinas and Texas, the demand is for much heavier rails than formerly, the standard ranging from seventy to eighty pounds even in the level country of the South. Although the increase in price has checked railroad building to a certain extent, it is so small as to have no perceptible effect upon the output. The greater cost of equipment has not curtailed the orders from the larger railroad companies, as through the increase in traffic their net earnings have much more than made up the difference. With the use of heavier rails and rolling stock, much greater economy in transportation has been effected. Notable instances of the benefit of such improvements are the Baltimore & Ohio, the Southern, the Norfolk & Western and other large companies, which have practically rebuilt their lines at an enormous outlay. The reduction of expenses and the increase in traffic, however, have shown that the policy has been fully justified.

The demand at home has had a material effect upon our export market, as several of the larger manufacturers of rails have not been as energetic in securing foreign orders, having their hands full with American orders. The companies competing with the European steelmakers, however, have met with continued success, constantly widening the demand for their products. Rails shipped on trial orders have proved satisfactory in almost every instance. We have had obstacles to overcome, such as prejudice in favor of rails manufactured in the Old Country. This has been especially true in British India, where the engineers have manifested much hostility towards the American rail. By degrees, however, it is dying out, and the probability is that steel from the United States will in future be used almost entirely in equipping the Indian railway systems, as well as for relaying purposes. The contracts obtained from Norway and Sweden were based strictly upon the merit of the American rail. They were let in open market by London representatives of the companies and awarded in competition with the principal makers of Great Britain and the Continent. The Norwegian

and Swedish contracts are considered a great victory by the American rail manufacturers, for the reason that the British companies are in a very favorable position to quote figures. There is an opportunity to secure very low freight rates from British ports, owing to the fact that return cargoes of ore as well as lumber and foodstuffs can easily be obtained from Northern Europe, thus minimizing the cost of transportation. The quality and workmanship of the material in connection with the price quoted determined the Metropolitan Railway Co. of London to give a trial order for rails to be used upon its electric line. It is understood that the Maryland Steel Co., which secured this order in the face of British competitors, will continue to do business with the same corporation, which will require a very large quantity of metal for the underground system which it is now completing.

The exports of steel rails last year aggregated about 350,000 tons. The quantity shipped from United States seaports this year will be considerably larger. It may double the figures of 1900, as negotiations are under way which may mean the signing of some very large contracts in addition to those already booked. The South African war is an important factor in the situation, as the British domination of the republic means railroad extension over a much larger area of this territory than at present. Increased transportation facilities are absolutely necessary for the prompt movement of troops and supplies. The less to the British government in money and life from inadequate railroad facilities has been very great. The Cape & Cairo Railroad, if built, will probably be laid throughout with American rails, although no proposals have been received as yet by our manufacturers.

The great obstacle in the expansion today in our foreign metal business, as it was three years ago, according to the same authority, is the difficulty in securing transportation rates which are on an equality with those of our competitors. This is, of course, due to the limited space in outward-bound vessels caused by the heavy exports of foodstuffs and other high-priced freight. An increase in tonnage can be brought about by the encouragement of American shipbuilding. With the construction of vessels adequate to carry cargoes of from 6000 to 12,000 tons under an American register and flying the American flag, there would be no difficulty in absolutely controlling the market of the world as far as steel rails are concerned, with the exception of a few orders, which may be given to plants from customers in their immediate vicinity. As to the cost of American vessels, it is calculated that today a ship of 4000 tons register will average about 25 per cent. more than a vessel of the same size built in England. It is due in a great measure to the fact that the American shipyards have not had the steady business secured by British shipbuilders. Owing to the demand for tonnage on the other side, a vessel can be completed in sections at a much lower price. One concern will make the engines, another the boilers, another the hull, which, after launching, may be towed to another yard to be finished. In this way the estimates are calculated to a nicety and the labor is divided in such a way that the men can be employed to the greatest advantage from an economical standpoint.

Where a shipbuilding company can secure enough orders to keep all of its departments employed for a period of several years, as in England, the cost of construction will be greatly reduced. In labor-saving machinery and other appli-

cations for marine work the larger American shipyards are as well if not better equipped than those in England, Scotland and Germany. We are somewhat handicapped, it is true, by the scale of wages paid, which is considerably larger than that of our competitors, ranging as high as 20 per cent., but we can obtain raw material in quantities at a lower price, and with the opportunity to systematize the work so as to utilize all the time of each workman, the difference in cost of construction noted will be decidedly reduced.

As to the standard of workmanship, it is asserted on the best authority that, contrary to the claims of British shipowners, steamships can be constructed in this country which are not only equal in every respect to British-built tonnage, but are superior as far as construction of the hull and power equipment are concerned. The American Lloyds, it is asserted, give a vessel a much more rigid examination before rating her than the British or German Lloyds. Consequently, a ship rated A1 in this country is built better and is of a higher standard than one of the same rating abroad.

At present the Carnegie Steel Co., the Maryland Steel Co. and other companies exporting rails are still busy filling orders secured in 1899. The sizes of rails demanded range from 50 to 115 pounds to the yard. Those for London, which are being made at Sparrow's Point, are practically double rails, being of the same shape and size top and bottom, so that they can be reversed and relaid if desired. The Maryland Company is now completing an order for the Manchurian Railroad in Asia, or, as it is sometimes called, the Trans-Siberian Railroad. This is one of the largest orders ever given for such equipment.

D. ALLEN WILLEY.

A Southerner Honored.

Alluding to the selection by the French government of Dr. Chas. W. Dabney, president of the University of Tennessee, as a member of the international board of awards for the Paris Exposition, the American Inventor describes him as one of the most prominent and influential scientific men in the United States, and says:

"Both parties are to be congratulated, as Dr. Dabney is a man of marked executive ability, broad learning and culture, and of indomitable energy. Success is all that he knows, his career having been a notable one, in which his rise from the ranks to the presidency of the University of Tennessee, and finally to the assistant secretaryship of agriculture, was rapid and well sustained. In the latter position he advanced in many directions the work in science of the department, getting increased appropriations and enforcing extraordinary interest into the expert corps of workers. Few administrations can boast of as high order of work as was accomplished under his direction, and no one ever stirred up the department of agriculture to as high a point of activity. His grasp of the subjects coming under the department was such that he was the sympathetic friend of all scientific workers and was regarded by them as a man of extraordinary attainments. Cramped as he was by the policy pursued at the time of the dominant party, he encouraged the enlargement of many bureaus and personally worked to secure the necessary legislation to promote the advance of general and agricultural science in the United States. If the French government had searched the country through it could not have offered the honor to one who would reflect more credit upon his nation or could be of more value in an executive position."

INDUSTRY IN MISSISSIPPI.

Review of Developments Now Under Way in the State.

[Special Cor. Manufacturers' Record.]

Jackson, Miss., March 28.

The industrial revival has been slow in reaching Mississippi, but that it has arrived cannot be doubted, and business enterprises are being pushed with all the ardor and enthusiasm unlimited opportunities can generate.

Business men are just beginning to appreciate the fact that Mississippi offers all the advantages of a comparatively untouched country in the way of raw material, together with the means of utilizing those advantages; in other words, unequalled transportation facilities, low taxes, cheap labor, a climate where no excess of fuel is needed, and where every day can be used in work.

Two new railroads are penetrating the long-leaf pine section—the Mobile, Jackson & Kansas City, running from Mobile, Ala., to Jackson, Miss., and opening up the counties of Greene, Perry, Jackson and a lot of adjacent territory through which no other railroad runs, all of it being virgin forests of long-leafed pine; the Gulf & Ship Island Railroad, running from Gulfport, the deep-water harbor on the Mississippi coast, northwesterly to Jackson, also opens up brand new pine timber country, the entire counties of Harrison, Marion, Covington, part of Perry, Jones, Simpson and Pearl River. All of these counties are exclusively long-leaf pine sections with the exception of the upper part of Simpson and all of Rankin, which grow cypress, oak, hickory and other woods.

Above Jackson, the capital, and to the northeast up Pearl river for 100 miles or more there are untouched billions of feet of cypress, oak, hickory, gum, ash, elm and other woods. The counties of Madison, Leake, Scott, Neshoba, Winston and Kemper are interior ones, where timber has never been cut. It can easily be rafted down to Jackson and there cut, with the advantage of five railroads to ship by.

Prospectors are coming to Jackson every day or so, and the air is thick with rumors of new mills. Two new planing mills are a certainty, but there is room for four or five saw-mills and such adjuncts as box, barrel and stave factories, handle and helve factories and other woodworking plants. Sites along the banks of Pearl river may be had for almost nothing, and there is a sort of belt railroad running along the banks of the river for some distance. There will be no difficulty in reaching the railroad with freight.

Lately the State of Mississippi has awakened to the necessity of manufacturing her raw products, and at the session of the legislature which ended March 12 the sum of \$40,000 was appropriated to put in some machinery at the State Agricultural and Mechanical College at Starkville to start a school of instruction in cotton manufacturing. The money is now available for use, and the college is in the market for the desired machinery. The capacity of the school is limited to 100 pupils in the cotton-manufacturing line. All classes of standard goods, domestics, sheetings, etc., are to be woven there, and the cotton is to be supplied from the farms of the Agricultural and Mechanical College. The product will be sold. It is probable that an experienced cotton-mill man will be needed as instructor, with a regular place on the faculty.

The interest in cotton manufactures is rampant throughout the State, and char-

ters have recently been secured for a number of cotton mills. Among the lot being recorded in the office of the secretary of State in the last few weeks the following appear, and the promoters are now in the market for machinery and supplies:

The Greenville Cotton Mills, Greenville, Miss.; capital stock \$250,000; incorporators, Henry T. Ireys, W. F. Randolph and others. Will manufacture cotton and woolen fabrics, cotton oil and its products.

Hattiesburg Cotton Mills Co., Hattiesburg, Miss.; capital stock \$500,000. Will manufacture textile fabrics from cotton, wool and flax. E. B. Scanlan and others, incorporators.

Canton Cotton Mills, Canton, Miss.; capital stock \$500,000. Isadore Gross, W. H. Powell and others, incorporators. Proposes to manufacture fabrics from cotton and wool, also cottonseed oil and its products.

Winona Cotton Mills, Winona, Miss.; J. H. Frazier, J. C. Purnell, D. B. Turner and others, incorporators; capital stock \$100,000, with privilege of increase to \$1,000,000. Will manufacture cotton and woolen goods.

Yazoo Cotton Mills, Yazoo City, Miss.; capital stock \$200,000. R. G. Bennett, J. C. Hollingsworth, D. A. Swayze and others, incorporators. Will do a general cotton-manufacturing business.

The following companies have been recently organized and chartered for the purpose of manufacturing cottonseed oil and the products of cottonseed:

Rolling Fork Oil Co., Rolling Fork, Miss.; capital stock \$50,000. Will manufacture cotton oil and the by-products of cottonseed. Julius Sinai, G. M. Baggett, S. Dover and others, incorporators.

Columbus Cotton Oil Co., Columbus, Miss.; capital stock \$50,000. Will do a general cottonseed-manufacturing business. R. L. Lewis, H. L. Stoutz and others, incorporators.

North Mississippi Oil Mills, Holly Springs, Miss.; capital stock \$75,000. George M. Buchanan, E. L. Withers, Sam Frank and others, incorporators. Will manufacture cottonseed oil and its by-products and run gins in connection therewith.

Lula Ginning Co., Lula, Miss.; capital stock \$15,000. E. H. Maddox and others, incorporators. Will run oil mill and cotton gin.

Among the other enterprises which are in the manufacturing line, and for which charters have been issued recently, are:

Meridian Machinery Co., Meridian, Miss. R. L. Lewis, E. M. Hight and others, incorporators; capital stock \$20,000. Will manufacture presses, engines, boilers and all sorts of machinery.

Columbus Light & Power Co., Columbus, Miss. Will furnish gas and electricity; capital stock \$50,000; W. H. Johnson and others, incorporators.

Tallahala Lumber Co., Ellisville, Miss.; B. F. Fridge and others, incorporators; capital stock \$20,000. Will do a general lumber-milling business.

Bullard Lumber Co., Meridian, Miss.; C. H. Bullard and others, incorporators; capital stock \$50,000. Will do a general lumber-milling and turpentine business.

Ridgeland Milling & Manufacturing Co., Ridgeland, Miss.; capital stock \$50,000. Will run grist and saw mills. G. W. Nichols, R. H. Thompson and W. L. Shergold, incorporators.

Winona Electric Light, Coal & Ice Co., Winona, Miss.; capital stock \$25,000. J. H. Frasier, E. R. Blackston, D. L. Sweatman and others, incorporators. Will furnish electric lights, deal in coal and manufacture ice.

GARRARD HARRIS.

ALABAMA BROWN ORES.

Extensive Developments in the Neighborhood of Piedmont.

Editor Manufacturers' Record:

The recent extensive investments in and development of ore properties in this immediate vicinity, and the consequent industrial activity, is attracting considerable outside attention to this point. Possibly a few words as to the situation may be of interest to your readers.

The objective point of a majority of prospectors and investors who have arrived at Piedmont during the past six months is the brown hematite iron-ore beds, of which there appear to be an unlimited number, and of iron an unlimited quantity, in any direction one may start from the town. Some of these beds have already been purchased, others have been leased; some are under option, and there are yet others for sale. A great many of these properties are now being worked. Probably the best developed at this time is that of the Wilson Ridge Mining Co., which purchased some six months ago what is locally known as the "Buck Mines," four miles from town, for \$10,000, and have since been energetically at work putting the property in shape for mining. The openings already made have shown the property to be a veritable bonanza of high-grade iron ore, and the owners state they would not take \$200,000 for their investment. The company is now building two miles of railway to connect with the Southern main line, is putting in washers, and has already constructed a number of good and substantial houses, and has made other improvements on the property. A Mr. Tutwiler of Birmingham, Ala., has within the past month purchased the McFry property, also very rich in iron ore, and lying one-half mile southwest of the Wilson Ridge banks, and now has a force of hands at work raising ore. Messrs. Randolph & Farrel of Anniston are opening a mine on land adjacent to the McFry property, which promises to be a good producer. Judge Randolph is also at work on a bank some four miles southwest of town, from which he has taken at this time about twelve carloads, now ready for shipment. The Morgan bank, lying partly within the town limits, is being operated by Messrs. George D. Harris and associates, who are taking out a fine quality of ore, and the Little bank, two miles west of town, is being worked by Mr. J. W. Hanks, who will begin shipments this week from this place. A number of other properties now under option to prospective purchasers it is expected will soon be put in shape for early development.

The mining of iron ore is, however, but a part of the present industrial activity of the place. The Coosa Manufacturing Co. has just completed forty-five new cottages, built upon land recently purchased by it adjacent to its cotton mill at this place, for the use of its employees. These houses are now all occupied. The mill has put on an extra force of hands, making now 450 operatives, and is practically doubling its output by working night and day. Capt. J. H. Hebble, whose plant comprises a saw and planing mill, cotton gin and grist mill, is erecting another saw-mill on Nance's creek, about five miles from town, where he owns a very fine body of timber lands. The demands for immediate deliveries of lumber has crowded the local saw-mills to their full capacity, and the shingle mills, of which there are a half-dozen within a short radius around the town, are being run to their utmost limit without in any manner being able to supply the constantly-increasing demand both for home consumption and for shipment. The Hardwood

Manufacturing Co. is also doing a good business, making rims, spokes and wagon material. Its business has steadily grown since its owner, Mr. N. A. Alexander, started it here in 1892 with a single rim-bending machine and a very limited capital. The plant now comprises a two-story factory building chock full of improved machinery running for all it is worth and turning out hundreds of rims, spokes and wagon material per day, with orders far ahead. Our merchants are all making money, and the farmers are preparing to plant heavy crops. The acreage sown to wheat for this year is the largest that has been planted for the past twenty years; the crop has been put in in many instances with improved cultivators, and lands properly fertilized. There has been more improved farming machinery sold here during the past year than at any time within the history of this section. The lands in this valley are fertile and easily cultivated. Fruits and vegetables of all kinds grow to perfection.

One of our greatest needs is a bank. Our merchants and manufacturers are forced at this time to do their banking business at Anniston or at Rome, Ga. There is a fine opening for the investment of capital in such an enterprise here. Our citizens will also offer liberal inducements toward the location of other cotton mills, for which there is no better location in the South for the matter of transportation, cheap coal, abundant water supply and competent labor, a healthy locality and progressive community.

JOHN H. COOKE,

Secretary Commercial Club.

Piedmont, Ala.

Eastern Iron Markets.

[Special Cor. Manufacturers' Record.]
Philadelphia, Pa., April 3.

Some brokers said today that they are not offering iron as cheap as they were last week. There is a better demand, because the weakness of quotations brought out a good many buyers of small lots of foundry. In steel iron, such as Bessemer, there is no sign of weakness. No. 1 foundry, best, is \$24; No. 2, \$22.50; gray forge, \$19.50 for best, \$18.75 for ordinary. A few bar mills have gotten scared and took business at close to 2 cents for refined, which started the rumor that there was a general break, but there was not. Steel billets are wanted in large lots, but are bought in small lots. Car-builders have been taking orders for cars, and have not been covering, which shows that they expect lower prices. There is an enormous amount of railroad material being called for, from engines down.

There seems to be no sound reason for believing a general reduction in prices is likely. Buyers are keeping on the safe side, however. The slight fluctuations which are being noted almost every day do not affect the situation. The great underlying causes point to a continued heavy demand. This demand will cover every kind of mill product. Our local iron brokers say that the inquiries from across the water point to a famine condition not only for coal, but for pig-iron. On Saturday twenty-five vessels arrived at Hamburg with coal, and the same day quite a number of iron plants in Germany shut down. Our own coal mines will have all they can do to keep our home customers satisfied. Coke has advanced to almost prohibitive prices. There is nothing to fear and every reason for believing that we will have a year of big demand, big prices and a degree of activity that will extend over into the next year.

But rumors of a decline in prices, though without any good reason for existence, are having the effect of making

people more conservative in ordering and buying than they would be otherwise. Railroad companies are heavy buyers of material, rolling stock and motive power, and are taking advantage of their present exceptional earnings to equip themselves according to the highest requirements of their engineering managers. As to whether prices are likely to decline later on in the year it is needless to say very much at this time. The opportunities for a decline are few in number. Wages have advanced, and when once up cannot be reduced very easily. Nothing but a sweeping and long panic will enable the manufacturers to interfere with the present high standard of enumeration. Besides that, there have been advances in all kinds of raw material, and the sky is dark with new enterprises calling for money, labor and material enough to keep us busy for months to come. The managers of our big combinations in this city are getting ready to make their first annual report, and their showing will be awaited with the deepest interest by financial men, investors and promoters generally. Our recent reports show that new combinations are springing up fast.

The Iron and Metal Trades.

[Special to Manufacturers' Record.]

New York, N. Y., April 5.

In its weekly review of the iron market the Iron Age says:

"Examples of a downward tendency are to be found in finished iron and steel products with the exception of rails, structural shapes and thin sheets, which are firmly held. On the other hand, however, it is reasonably certain that if consumers were to enter the market for large quantities to cover their requirements running some time into the future they would be obliged to pay stiff prices. This is due to a great extent to the changed industrial conditions which now prevail. The great consolidations are now exerting the influence in maintaining prices which was so freely predicted a year or more ago at the time when they were being formed. They seem to be undisturbed by the concessions being made by small establishments competing for the same class of trade. Further, the price of Bessemer pig-iron, which may be regarded as the key to the steel situation, remains firm. It had been expected that the Bessemer Pig-Iron Association would on Saturday last fix prices for the last half of the year, but they took no action. This may or may not be significant, according to the standpoint from which the matter is viewed. It is believed that the makers of Bessemer pig would be satisfied to take orders for the remainder of the year at \$24 at valley furnace. Billets are also held firmly, notwithstanding the almost total lack of demand. Quite a confident feeling prevails among the large producing interest that all that is needed is patience, and with the passing of the season for labor troubles trade will resume its normal volume."

The Pig-Iron Market.

[Special to Manufacturers' Record.]

Cincinnati, Ohio, April 4.

While the furnaces have accumulated through the past three months some stocks of iron, the accumulations have been in off grades and qualities, while their obligations in regular foundry grades have been far in excess of their ability to meet. In the meantime stocks in the yards of consumers have been rapidly reduced, and it is a fact easily demonstrable that the reduction of consumers' stocks of pig-iron far exceeds reasonably three to one the accumulations at the furnaces. Statistically, the situation is strong. The inauguration of weather af-

fording opportunity of outdoor work gives promise that consumption will again exceed production and find the iron trade in perplexity to meet legitimate demands. ROGERS, BROWN & CO.

[Special to Manufacturers' Record.]

Cincinnati, Ohio, April 4.

Although pig-iron market is still dull, prices are firm and conditions have not changed statistically. The past week witnessed marked increase in inquiries, both for foreign and home consumption, and while but few large deals have been closed, indications are that many of these will assume definite shape in a few days. Continuous run of small orders.

MATTHEW ADDY & CO.

"A Missionary in the Great West," by Rev. Cyrus Townsend Brady; "The Choir Boys of England," by Julian Ralph; "The Mysteries of the Century," "Singing 'The Messiah' on the Plains," "Behind the Scenes During a Play," "College Girls' Larks and Pranks," give an idea of the varied excellence of the April Ladies' Home Journal. Of course, Rudyard Kipling's "Just So" story, "The Elephant's Child," narrating with delightful humor how the elephant got his trunk, will be sought first and heartily enjoyed. Ian Maclaren identifies "The Genteel Tramps in Our Churches," Edward Bok points out the evils of "The Ease With Which We Marry," and "An American Mother" writes on "The American Woman in the Market-Place." "Bandanna Ballads," by Miss Howard Weeden, and "Fairies in Funniland" combine rhythmic and artistic beauties.

Self-Culture for April contains the first of an interesting series of articles on Cornell University, the conclusion of Richard Haldin's American view of the Philippine question, and an instalment of "Nubia of Saranese," by Richard Voss. Other features include "James Bryce, the Historian," by Cunningham Moffet; "When William Henry Harrison was a Candidate," by H. R. W. Thompson; "Some Easterlike Customs," by Elizabeth T. Nash; "The Military Position of England," by R. M. Johnston; "The Suffrage Question in Relation to Our New Possessions," by Edwin Maxey; "Christianity and the National Policy," by Hon. J. W. Longley, and "Provincialisms—North and South," by Caroline A. Stanley. The departments are full of entertaining and suggestive material.

United States Minister Bryan, writing from Pretropolis, Brazil, says that Dr. Argolla, president of the San Francisco Railroad in the State of Bahia, is inclined to make an experiment with 5000 tons of bituminous coal, and he thinks that if American structural iron for railroads and steel rails were once introduced it would find an exclusive market.

The Southern Chemical Works at Mt. Pleasant, Tenn., has just completed a number of large drying sheds, and is now mining phosphate in large quantities on the W. S. Jennings place south of the town.

The Memphis Commercial League has selected T. J. Latham, president; J. S. Davant, vice-president; F. B. Hunter, treasurer, and E. B. Miller, secretary and industrial agent.

The output in the Joplin (Mo.) district during the week ended March 31 was 14,190,950 pounds of zinc ore and 1,103,410 pounds of lead ore, valued in all at \$199,578.

The Tampa Board of Trade has issued a little pamphlet setting forth the advantages of Tampa as a location for industries.

FOREIGN TRADE.

This department is designed to set forth opportunities for the extension of the trade abroad of American manufacturers, and to record facts about the rapidly-developing commerce of the South.

Electric Lights in Holland.

The Technisch Bureau Van Minden of Haarlem, Holland, writes to the Manufacturers' Record that it is engaged in importing from the United States all sorts of hardware and tools. It adds:

"There is at this moment a great talk of electric-lighting supplies here, especially for villages and for electrical tramways. The electrical centrales supply light for several villages at the same time, and are generally very recompensing. With exception of two Dutch companies, the whole of this trade is in German hands. It is difficult for beginners here without financial support, because the money market is very reserved toward new enterprises, but after the first difficulties of erection money is well to take. For American houses there can be had with a Dutch manager a good field of operating."

Hamburg-American Additions.

It is announced that the Hamburg-American Steamship Co. has made arrangements to secure no less than twenty-two new steamships, all of which are now under construction or contracted for. They represent 150,000 tons, and it is stated will give this company a fleet of nearly 100 vessels. The cost of the new vessels is estimated to be \$11,000,000. A number of them will be placed in service between Baltimore and Europe.

Terminals at Galveston.

The improvements to be made by the Mallory Steamship Co. to its terminals at Galveston will cost about \$25,000. They include the rebuilding of a portion of the wharves. The company has a steamship under construction at the Cramp shipyards in Philadelphia which will be the largest vessel in its service when placed in commission. It will run between Galveston and New York.

Sugar from Cuba.

Two steamships have recently arrived at New Orleans with cargoes of raw sugar which will be refined at the plants in that city. The sugar comes from Cuba, and it is stated is the beginning of an extensive import trade in this article with New Orleans.

Jottings at the Ports.

A British steamer cleared last week from Newport News with a cargo of 2500 tons of New River coal bound for Alexandria, Egypt, to which several cargoes of the kind have been shipped during the past fortnight.

A bill has been introduced in Congress to construct the proposed ship canal connecting Chesapeake and Delaware bays. The maximum cost is \$10,000,000, and the canal is to have a minimum width of 100 feet at the bottom and to be at least thirty feet deep, with locks 60x600 feet in size. The sum of \$1,000,000 is to be appropriated for surveys.

Mr. Jose de Uribasterra of Bilbao, Spain, writes to the Manufacturers' Record that there are many new railways under construction in Spain, and that there is a possibility for American manufacturers of supplies to extend their business connections in that direction. He says that he has inquiries for 100 coal wagons of 10,000 kilos each, for 1400 tons of rails of twenty kilos per meter, and for a lot of 15-kilo rails.

RAILROADS.

[A complete record of all new railroad building in the South will be found in the Construction Department.]

Spartanburg to Rutherfordton.

The Polk County Railroad Co. is promoting a plan to build a line between Spartanburg, S. C., and Rutherfordton, N. C., by way of Columbus, N. C. The distance is fifty miles. F. M. Stearns of Cleveland, Ohio, president of the company, writes the Manufacturers' Record that Polk county has already voted \$100,000 in bonds in aid of the enterprise, while Spartanburg is in a condition to donate \$25,000 in bonds. A proposition has been made to the business men of Rutherfordton to provide for the grading of about fifteen miles of the road.

Chesapeake & Ohio Directors.

At the recent meeting of the Chesapeake & Ohio Railway Co. Messrs. S. M. Prevost, Samuel Rea, M. H. Shortridge, Chauncey M. Depew, H. McKay Twombly and H. J. Hayden were elected directors, in addition to G. W. Stevens, Decatur Axtell and H. T. Wickham. The three first named are prominent officials of the Pennsylvania Railroad, while Messrs. Decatur, Twombly and Hayden are understood to represent the Vanderbilt interests.

Seaboard Air Line.

The Seaboard Air Line has filed a bond for \$75,000 to guarantee the building of the extension from Richmond to the Potomac river. President Williams states that this portion of the system will not be constructed until the line is completed south of Richmond.

E. Randolph Williams has been elected president of the Richmond, Petersburg & Carolina division of the Seaboard, succeeding Dewitt Smith, who has resigned.

To Enter St. Louis.

The Southern Railway Co., it is announced, has secured an issue of \$3,700,000 in bonds of the Louisville, Evansville & St. Louis Railway. It is stated that this step gives the Southern control of the railroad line, with an independent entrance into St. Louis. It is 359 miles in length, and forms the shortest route between Louisville and St. Louis.

President of Kansas City Southern.

Mr. S. W. Fordyce has been selected as president of the Kansas City Southern Railway Co., which succeeds the Kansas City, Pittsburg & Gulf. Mr. Fordyce was formerly president of the St. Louis Southwestern, and is the principal promoter of the Little Rock & Hot Springs Western Railroad, recently completed in Arkansas.

Secured Norfolk & Western Stock.

It is officially announced that the Pennsylvania Railroad Co. has secured a large block of stock of the Norfolk & Western, enough to allow it to become an important influence in operating the latter system.

Railroad Notes.

Lincoln Green has been appointed assistant general freight agent of the Southern Railway Co., with offices at Washington.

Contracts are to be given out immediately, it is announced, for the union depot to be built in Richmond by the Chesapeake & Ohio Company and the Seaboard Air Line.

The Louisville & Nashville Railroad Co. has appointed R. J. Wemyss indus-

trial agent. This office succeeds that of the land commissioner, which Mr. Wemyss has held hitherto.

General Manager Charles Hamilton of the Texas Central Railroad Co. confirms the recent report in the Manufacturers' Record that this company is considering an extension from Thurber, Texas. Surveys are now being made.

A dispatch from Meridian, Miss., states that the Mobile & Ohio Railway Co. has purchased land in that city upon which it will expend about \$100,000 in improvements, including a freight depot which will cost \$60,000 and a roundhouse.

Mr. H. G. Fleming has been appointed general superintendent of the Little Rock & Hot Springs Western Railroad Co. and chief engineer of the road. Mr. Geo. L. Brown has been appointed industrial and advertising agent of the same company.

It is announced that the St. Louis & San Francisco Railroad Co. is back of the line being built between Eureka Springs and Yellville, in Arkansas. As already stated in the Manufacturers' Record, contracts have been let for the portion of its line between Eureka Springs and Harrison, and work is now in progress.

The Kansas City, Mexico & Orient Railroad Co., it is announced, has secured control of the Panhandle & Gulf Railway. This line was originally known as the Colorado Valley Railroad in Texas. It is stated that it will be used as a portion of the proposed system, and will be extended to Laredo, also to Spofford Junction.

The Southern Pacific Railway Co. announces that it has made arrangements to place a regular line of sleeping cars in service between New Orleans and the City of Mexico without change. The route is by the way of the Southern Pacific, the Mexican International and the Mexican Central. The distance between New Orleans and the City of Mexico will be covered in seventy hours.

Strides of Somerset.

[Special Cor. Manufacturers' Record.]
Somerset, Ky., March 31.

Several large factories have been erected at this place during the last two months, prominent among which are the machine shops of the L. E. Hunt Machine Works, S. L. Howich's cigar and tobacco factory and Girdler Bros.' furniture factory. Somerset, by reason of cheap fuel, river and railroad transportation, is making rapid strides as a manufacturing city. A party of Eastern capitalists are surveying for an electric street car line extending from Burnside, Ky., to Monticello, Ky., a distance of twenty-five miles. Mr. J. P. Hornaday of this city is at the head of the enterprise. The electric line would tap a fine coal, timber and oil territory, and also open up a fine farming country. The southern part of Kentucky is destined, by reason of its many advantages, to become a great manufacturing district.

Working for Beaumont.

In a letter to the Manufacturers' Record Mr. T. W. Shepherd, secretary of the recently-organized Chamber of Commerce of Beaumont, Texas, writes that an effort is being made to secure factories for that place, and that among its advantages are deep water, an abundance of fuel at a normal cost to be obtained from three large saw-mills, and a terminal railroad.

The Wilmington (N. C.) Chamber of Commerce has elected William E. Worth, president; M. W. Jacobi, George R. French, vice-presidents, and John L. Cantwell, secretary and treasurer.

TEXTILES.

[A complete record of new textile enterprises in the South will be found in the Construction Department.]

Correspondence relating to textile matters, especially to the cotton-mill interests of the South, and items of news about new mills or enlargements, special contracts for goods, market conditions, etc., are invited by the Manufacturers' Record. We shall be glad to have such matter at all times, and also to have any general discussion relating to cotton matters.

Another \$100,000 Mill at Atlanta.

The Piedmont Cotton Mills of Atlanta, Ga., was granted incorporation papers some weeks ago. Since then the company has organized by the election of B. L. Willingham as president; W. Woods White, treasurer; O. D. Woestman, secretary, and Baynard Willingham, manager. The manager states that a mill building will be erected to hold 5000 spindles, although but 2500 spindles will be installed at the start. Contract for the 2500 spindles and the necessary complement has been awarded. The product will be 14-2-ply warps. The initial investment will be \$50,000.

Planning a \$500,000 Addition.

It is announced that the Fulton Bag and Cotton Mills of Atlanta, Ga., has under consideration the erection of an additional mill that will cost about \$500,000. The company will erect, it is stated, a 60-foot addition to its present building, also an ell 250x300 feet, in which to install 25,000 spindles and 300 looms. The power will probably be electrical, using the overhead motor system. Architects have the plans for the improvement in preparation now. The company's present mill has 42,000 spindles and 1352 looms in operation.

Another \$100,000 Mill.

A commission to organize the Weinona Cotton Mills of Aiken county, S. C., has been issued to Messrs. O. F. Cheatham, J. C. Lamar and J. M. Landrum of Aiken, S. C.; B. D. Lamar of Beech Island, S. C.; S. W. Howland of Warrenville, S. C.; J. O. Wicker and Charles Warren Davis of Augusta, Ga. Mr. Davis states the company will build a 5000-spindle plant to manufacture Nos. 6 to 14 yarns. Location of mill, Weinona, S. C., near Augusta, Ga. The capital stock is \$100,000.

A \$25,000 Knitting Mill.

The Melrose Knitting Mill of Raleigh, N. C., has been organized, with Frank T. Ward, president and treasurer; J. S. Wynne, vice-president, and J. W. Harden, secretary; they, with C. G. Latta, Van B. Moore and N. W. West, are the directors. The capital stock is \$25,000, the entire amount having been subscribed. The company has purchased a site 119x120 feet in size, whereon it will erect a two-story brick building and install in it machinery for the production of knit goods.

Witham Cotton Mills.

A recent statement in this department was that the Hartwell (Ga.) Cotton Mill was to double its plant. The title of company as given was an error, it being the Witham Cotton Mills of Hartwell, Ga. The mill is one of 3000 spindles and 102 looms, and the investment to double this will be about \$60,000. Sheetings is the product.

To Add 10,000 Spindles.

The Tucapau Mills of Tucapau, S. C., will add 10,000 spindles and 300 looms to its plant. This decision was reached re-

cently, and immediately contract was placed for the erection of an addition to the present buildings, so that the new machinery can be accommodated. About \$250,000 will be the cost of the improvements. This will give the company 26,656 spindles and 618 looms. T. E. Moore is the company's treasurer.

The Cotton Movement.

In his report for March 30 Col. Henry G. Hester, secretary of the New Orleans Cotton Exchange, shows that the amount of cotton brought into sight during the 212 days of the present season was 8,212,944 bales, a decrease under the same period last year of 1,831,385 bales; exports were 663,780 bales, a decrease of 1,546,608 bales; takings by Northern spinners 2,053,933 bales, an increase of 103,736 bales; by Southern spinners 1,018,002 bales, an increase of 92,260 bales.

Textile Notes.

E. M. Bass of Carrollton, Ga., is forming a \$200,000 cotton-mill company.

A correspondent informs the Manufacturers' Record that A. J. Douglas of Knoxville, Tenn., expects to build a cotton factory.

The Girard (Ala.) Cotton Mills is being organized to establish plant of 138 looms on colored work. A suitable building has been secured and is now being equipped.

Edward F. Walsh of Lynchburg, Va., solicits prices on twine, cordage and rope machinery, so it is presumed that he contemplates the erection of a mill to produce the goods referred to.

The Alpine Cotton Mills Co. of Morganton, N. C., will enlarge its 3500-spindle plant, although to what extent has not been announced. Additional land has been bought for the new buildings.

John D. Askew of Columbus, Miss., wants information as to the equipment of a knitting plant for manufacturing hosiery. An investment of \$30,000 may be made as a result of Mr. Askew's inquiries.

The company recently reported as organized at Itasca, Texas, has incorporated as the Itasca Cotton Manufacturing Co., the capital stock being \$100,000. Names of officers include F. M. Files, president.

The Vivian Cotton Mills of Cherryville, N. C., recently noted as incorporated, is an established plant of 1632 spindles, and the incorporation was merely a change from the former partnership conduct of the business.

The Van Deventer Carpet Co. of Greensboro, N. C., H. L. Hohlfield, manager, will add fifty looms, thus doubling its equipment. The output will be increased by 2,000,000 yards annually, and the operative force by 150 hands.

Capt. W. H. Ramseur of Charlotte, N. C., has received a patent on an improvement in cotton-mill machinery that aims to prevent the making of waste. It is stated that works for the manufacture of this improvement will be established.

John R. Barron, president of the Manchester Cotton Mills of Rock Hill, S. C., has obtained the necessary funds to build a \$250,000 cotton mill, but nothing further has been determined. The mill may be located at Rock Hill or at some other point.

Messrs. W. E. Henderson, H. D. Pressley, Geo. W. Foster, Frank Kerr, J. B. Muse, R. H. Derlin and J. W. Scott of Verdery, S. C., have incorporated the Verdery Cotton Mills, with capital stock of \$100,000, and privilege of increase to \$200,000.

The company lately noted as organized

at Oxford, N. C., has incorporated as the Oxford Cotton Mills. The capital stock is \$125,000. Officers have been elected, as stated lately. J. G. Hall is president. No decision has been reached as to the equipment.

The Wennonah Cotton Mills of Lexington, N. C., will enlarge its buildings by the erection of an addition three stories high, 75x48 feet. It is not stated as yet what new machinery is to be placed in this addition. D. K. Cecil has contract to erect the building.

The Commercial Club of Rock Hill, S. C., has closed a contract with J. C. Harrington of New York for the erection of a cotton-toweling mill, to be owned and operated by Mr. Harrington. It is stated that about \$50,000 will be invested and 100 operatives employed.

The Greer Mill of Greer Depot, S. C., reported recently as incorporated, will be known as the Franklin Mills (not Greer Mill, as at first stated). The company will make early contracts for the erection of a 5000-spindle plant for manufacturing coarse yarns. W. W. Burgess has been chosen president and treasurer.

The Waxahachie (Texas) Cotton Mills, recently reported as incorporated and organized, intends the erection of a 5000-spindle and 150-loom plant for the production of coarse cloth. The company solicits estimates on furnishing its equipment. L. C. Todd, secretary, can be addressed by builders of machinery.

The company recently reported as organizing at Williamsburg, Va., to build knitting mill has incorporated as the Williamsburg Knitting Mill Co., with capital stock placed at \$50,000. The incorporators are Messrs. L. W. Lane, Jr. (president), Hugh S. Bird (vice-president), C. P. Armistead, R. L. Spencer, J. P. Barney and G. D. Andrews.

A \$130,000 company will be organized to build a cotton factory at Laurinburg, N. C. More than half of the necessary capital has been subscribed, and at a meeting of stockholders last week officers were elected. These officers are T. C. McEachin, president; Messrs. T. J. Gill, W. L. Fields, J. O. McRae, H. McLean, R. R. Covington and W. H. McBride.

Messrs. C. L. Perkins, E. N. Clemence, John C. Cook, O. C. Bullock, E. P. Dismukes, S. P. Gilbert, Louis Hamburger, E. W. Swift and others of Columbus, Ga., have incorporated the Southern Wadding Mills, with capital stock of \$25,000, to manufacture wadding, batting and similar goods. This is the company lately reported as proposed by C. L. Perkins.

The Bonham (Texas) Cotton Mill Co. has been organized, with capital stock of \$150,000 to erect factory. J. C. Saunders, manager, is ready to correspond with builders of the machinery that will be needed. Directors have been chosen as follows: Messrs. J. C. Saunders, Hugh Halsell, R. D. Chaney, P. C. Thurmond, S. B. Allen, J. M. Wells, J. W. Russell, C. L. Bradford and A. B. Scarborough.

Incorporated: The Liberty Cotton Mills of Liberty, S. C., with capital stock of \$100,000, and privilege of increase to \$500,000. The incorporators are Messrs. R. F. White of Greenville, S. C.; E. F. Allgood of Equality, S. C.; W. H. Chapman, W. O. Willard, T. N. Hunter, S. O. Skelton, J. H. Brown and W. C. Odell of Liberty. R. F. White will be president, and machinery makers are invited to correspond with him.

Cottonseed-Oil Notes.

The Columbus Cotton Oil Co. of Columbus, Miss., has been incorporated,

with a capital stock of \$50,000. The incorporators are R. L. Lewis, H. S. Stoutz and others.

The Rolling Fork Oil Co. of Rolling Fork, Miss., with a capital stock of \$50,000, has been incorporated for the establishment of a cottonseed-oil mill. The incorporators are Julius Sinai, G. M. Baggett, S. Dover and others.

The Farmers' Oil Mill Co. at Greenwood, S. C., has been chartered to operate a ginery in connection with its plant. The capital stock of the company is to be \$300,000. The incorporators are Joel S. Bailey, W. H. Mays and George H. Taylor.

A conference of business men was held in Quitman, Ga., on the 31st ult. to consider the erection of a cottonseed-oil mill at that place. The necessary capital for the construction of the plant was raised at the meeting, and a stock company with a capital of \$60,000 will be organized. Application for a charter will be made shortly, and the preliminary steps taken towards erecting the necessary buildings.

The People's Cotton Oil Co. of Selma, Ala., has been incorporated, with a capital stock of \$60,000, all paid in. The incorporators are J. B. Ellis, Orrville; E. E. Martin, Martin Station, and others. Work will begin at once on the buildings, and the mill will be in readiness for next season's crop. This will give Selma three of the largest oil mills in the State. Mr. George Craig will be general manager of the company.

A meeting was held on the 27th ult. at Kosciusko, Miss., and stock to the amount of \$50,000 immediately raised to build a cottonseed-oil mill and fertilizer factory. Mr. L. H. Dooty was chosen permanent president and manager of the enterprise. The company will be known as the Kosciusko Oil Mill and Fertilizer Factory. The machinery will be ordered at once, and everything connected with the enterprise will be in readiness for the coming season's crop.

The market for crude cottonseed oil at Texas points is quiet and about steady, with light offerings for April. Prime crude oil, loose, is quoted at 27½ to 28 cents, and prime summer yellow 31 to 31½ cents; linters, per pound, 4¼ to 5 cents, all f. o. b. mill at interior points. Cottonseed meal and cake are quoted \$22 to \$22.25 per ton delivered at Galveston. Over 80,000 bags of meal were shipped last week from Galveston to German ports. Hulls sacked and baled are in demand at \$4 to \$5 per ton. Houston mills are paying \$12 per ton for cottonseed f. o. b. interior towns.

Cottonseed products at New Orleans last week ruled steady, but quiet, with light offerings of crude oil. Shipments of oil for the week to United Kingdom and Continent amounted to 28,000 gallons, and for the season 6,042,700 gallons. Cottonseed meal and cake were in fair demand for export to Continent. Receivers' prices were as follows: Cottonseed, nominal per ton of 2000 pounds delivered here for good, sound seed, including sacks; cottonseed meal jobbing per carload at depot, \$21.50 per short ton of 2000 pounds; for export per long ton of 2240 pounds f. o. b., \$23.75; oilcake for export, \$23.75 per long ton f. o. b.; crude cottonseed oil at wholesale or for shipment, 31 cents per gallon loose f. o. b. tanks here; in barrels, 33½ cents; cottonseed hulls delivered per 100 pounds, according to location of mill, 20 cents; linters, according to style and staple—A, 3½ to 4½ cents; B, 2½ to 3 cents; C, 2 to 2½ cents.

The Cummer Lumber Co.'s new office at Berkeley, Va., is nearly completed.

PHOSPHATES.

Phosphate Markets.

Office Manufacturers' Record,
Baltimore, Md., April 4.

The local phosphate market, while not showing any expansion in the volume of business, is very steady in tone, and, as in all other fertilizer ingredients, the outlook is encouraging. From all points in the Southern phosphate belt a vigorous development is in order, and miners are generally making the most out of their working deposits. South Carolina miners are generally shipping rock freely to domestic ports, with some demand also from foreign sources. The movement among Florida miners is very active, and the shipments from Florida and Georgia ports for March were heavy. For the present month it is stated that Florida shipments will far exceed those of March, and from the following charters reported this week a good index of business is obtained. There is no increase in the offering of tonnage, and rates for phosphate vessels continue firm, with a good demand. The following charters are reported during the week: British steamer Hexam, 1040 tons, from a Southern port to United Kingdom or Continent on private terms; schooner Augustus Welt, 1122 tons, and Clara A. Donnell, 991 tons, from Charlotte Harbor to Baltimore at \$2.75 and \$2.80, respectively; Mary E. H. G. Dow and Lydia M. Deering, Port Tampa to Baltimore at \$2.75; Danish steamer Patria from Fernandina to Landskrona at 21/4 April; British steamer Millbridge, Fernandina to Stettin at 21/6 April, and schooner Anna L. Mulford, 518 tons, Charleston, S. C., to Barren Island on private terms. In the Tennessee phosphate field the return of spring is having a beneficial effect upon the mining industry, and the output is likely to be much larger for April. The united action on the part of the several phosphate companies at Mt. Pleasant in forming an association is considered a move in the proper direction. Statistics relating to the industry will now be gathered and the general status of the market correctly reported. At the close of business today at Mt. Pleasant values were as follows: 70 and 72 per cent. rock, \$2.25 to \$2.50; 75 per cent., \$2.50 to \$2.75, and 78 per cent., \$3.50 to \$4. Market quiet for both domestic and foreign.

Fertilizer Ingredients.

The market for ammoniates is very steady, and prices show a hardening tendency. Stocks in the West are firmly held, and the inquiry from all sources is fair. Messrs. Thos. H. White & Co., in their circular for March, say: "The situation of the ammoniate market requires more than a passing notice. The rise in values since October 1 has been continuous, and now approximates \$6 per ton on standard grades of packers' tankage and \$10 per ton on blood at Chicago and other principal cities of production. The primary cause of this is the advance in cotton and cotton products, the most important factor in the price of ammoniates in the fall and winter seasons being the value of cottonseed. The universal desire to plant an increased acreage has added largely to the demand, and consequently we enter upon the spring trade with no stocks. Inquiry for the fall trade is already keen on the part of Eastern manufacturers, but with the low price of wheat before them great hesitation is shown to consider future contracts of material, which are held firmly upon the basis of our quotations. Sales are reported for April and May to Western manipulators at full prices. The fish catch and garbage product are looked to

to supply the main necessities of the Eastern manufacturers. Nitrate and sulphate of ammonia remain at a high level. The prices of manufactured goods have been advanced, but hardly to correspond with the rise in raw materials."

The following table represents the prices current at this date:

| | | | |
|------------------------------|------------|----|-----------|
| Sulphate of ammonia (gas)... | \$3 10 | 64 | 3 12½ |
| Nitrate of soda..... | 2 35 | 64 | 2 40 |
| Blood..... | 2 60 | 64 | — |
| Hoof Meal..... | 2 30 | 64 | — |
| Azotine (beef)..... | 2 40 | 64 | 2 50 |
| Azotine (pork)..... | 2 40 | 64 | 2 50 |
| Tankage (concentrated)..... | 2 25 | 64 | 2 30 |
| Tankage (9 and 20)..... | 2 35 & 10½ | 64 | 2 40 & 10 |
| Tankage (7 and 30)..... | 19 00 | 64 | 20 00 |
| Fish (dry)..... | 20 00 | 64 | — |
| Fish (acid)..... | 12 00 | 64 | — |

Tennessee Phosphate.

[Special Cor. Manufacturers' Record.]

Mt. Pleasant, Tenn., April 2.

Activity in the Tennessee phosphate fields is greatly on the increase, and the only thing that now seems to stand in the way of a very busy season is the great scarcity of laborers. However, hundreds of workmen are now flocking in from the south, and the numerous companies are working as many as possible, since the rainy season is now about over. The demand for Mt. Pleasant rock is greatly on the increase; as a consequence, the price of rock is steadily increasing. Since the opening up of the Tennessee fields, placing rock so accessible to the West and Northwest, many of the fertilizer factories of that section are increasing their capacity, while new factories are constantly being erected, thereby giving to the Mt. Pleasant phosphate fields an entirely new market. It is very probable that before many months have gone the bulk of the domestic rock from this field will find its way to that section. With this in view, the phosphate companies here realize that the demand will steadily increase, and during the past six months have been preparing to meet this demand by increasing their capacity. The demand for export rock from the Mt. Pleasant field is also greatly on the increase.

Taking these things into consideration, the year bids fair to be a most active season, and there is not and will never be the slightest danger of the phosphate market declining on account of an overproduction from this field.

There is now a movement on foot to organize a phosphate company for the purpose of purchasing the output of the smaller mines which have not yet been swallowed up by the larger companies, and it is believed that such a company will not only be the means of benefiting these smaller miners, but also a very paying investment. The capital stock of the concern will be from \$25,000 to \$50,000.

Florida Phosphates.

[Special Cor. Manufacturers' Record.]

Ocala, Fla., April 2.

The heavy and continuous rains for the past week or ten days have interfered greatly with phosphate mining. The weather has cleared off now, and the miners hope that the usual April showers visited them in March, and that they will be favored with a few weeks of dry, clear weather, that they may be able to fill their contracts for April, which are much heavier than for any month during the past four or five months. A prominent phosphate miner remarked to your correspondent that the shipments from the hard-rock section of Florida through Fernandina alone during April will be 50,000 tons. C. E. Abson has three ships chartered, J. Carstens two, the Dunnellon Company three or four, Butgenbach & Co. eight, Louis Chazal three and Ford & Hiller five or six. Prices are looking up slightly, and the tone of the market seems steadier.

Louis Hirzel, secretary and treasurer of the Central Phosphate Co. of Mt.

Pleasant, Tenn., has returned from a ten days' trip to Mt. Pleasant in the interest of his company. This company has finally settled on a location for one of its Florida plants, which will be near Herndon, in Citrus county, where it has been prospecting for several months, and has a very fine deposit. Work on the plant will commence in a very short time.

The Bellevue Phosphate Co. will again put its plant in operation, after two years' idleness. This is a small plant, though having quite a valuable deposit, and is located in Marion county, twelve miles south of Ocala, and entirely separated from any other plants or deposits.

The valuable phosphate lands in Citrus county, near Floral City, owned jointly by Kee & Co., H. P. Johnson and W. M. Brooks, that have been in litigation for the past few months, are now in the hands of Captain Hillburn of Floral City as trustee.

The Bradley Fertilizer & Phosphate Co. is prospecting lands near Floral City with a view to putting in another plant if the finds justify.

Phosphate and Fertilizer Notes.

The shipments of Tennessee phosphate rock from the port of Pensacola, Fla., for the month of March amounted to 9211 tons.

The schooner Wm. C. Tanner sailed from Port Tampa on the 24th ult. for Cutaret, N. J., with 1500 tons of pebble phosphate from the Land Pebble Phosphate Co.

The F. S. Royster Guano Co. of Norfolk, Va., has been chartered, with a capital stock of \$300,000. The incorporators are F. S. Royster and C. F. Burroughs of Norfolk, C. E. Williams of Portsmouth and others.

The Springfield Chemical Co. of Springfield, Tenn., has commenced the erection of its plant for the manufacture of fertilizers. The company will have all its machinery in position and ready to supply the trade with fertilizers for spring use.

The following capitalists passed through Savannah on the 2d inst., after inspecting their phosphate properties in Florida: Messrs. W. A. Marburg, J. H. Cottenan, R. W. L. Rasin, William A. Fisher and Charles D. Fisher of Baltimore, and H. M. Mortimer of New York.

The board of directors of the Virginia-Carolina Chemical Co. of Richmond, Va., on the 27th ult. declared the regular quarterly dividend of 2 per cent. on the preferred stock of the company for the quarter ending March 31, 1900. The dividend is payable on and after April 15.

The Manufacturers' Record has been advised that Mr. Robert L. Mercer, Jr., of Savannah was admitted into the firm of J. M. Lang & Co. of that city on the 1st inst. This firm is among the most extensive shippers of high-grade Florida phosphate rock on the Atlantic coast. It also handles all kinds of fertilizer material.

The following shipments of high-grade Florida phosphate rock for Bremen, Germany, were reported last week at the port of Savannah: British steamer Barry, 1800 tons; British steamer Springwell, 2231 tons; Norwegian steamer Nov, 2150 tons; British steamer Laurewood, 1606 tons, and British steamer Abana with 2584 tons, being a total of 10,371 tons. The British steamer Ramlet also cleared with 1203 tons of phosphate rock for Liverpool, making the weekly shipments 11,574 tons.

The following shipments of phosphate rock were reported last week from the port of Charleston, S. C.: Schooner Warner Moore for New York with 654

tons; steamship S. T. Morgan for Baltimore with 2022 tons; schooner Mary Curtis for Richmond, Va., with 600 tons, and schooner Woodward Abrahams for Weymouth, Mass., with 1110 tons, being a total for the week of 4386 tons.

It is stated that meetings of phosphate miners were held last week in Mt. Pleasant, Tenn., which resulted in an organization to be known as the Tennessee Phosphate Association. The following companies were represented at the various meetings, and have become members of the association: Bluegrass, Columbo, International, American, Howard, Jackson, Carpenter and Wilson phosphate companies, and the Petrified Bone Milling Co. The following gentlemen were elected as officers of the association: G. W. Killebrew, president; H. D. Ruhm, vice-president, and W. V. Wilson, secretary and treasurer.

Crosstie Suggestions.

Editor Manufacturers' Record:

The question "Where are crossties to come from in the near future?" is one which is destined to engage the attention of railroad men long before the present century comes to a close. It behooves us to look into the matter at once, and give it serious attention. Iron and stone have been tried, but have not given satisfaction. "Post" oak, white oak, chestnut, black walnut, black locust and a few other species are all that the railroads will accept in this part of the Union.

It has occurred to me that a mixed tie might meet all the requirements and be much cheaper. "Red" (sweet) gum will last in or on the ground longer, perhaps, than any species of oak. It is said that it is too soft to hold the railroad spikes. This defect might be remedied or overcome by the use of oak or iron ties between the gum ties. Red elm lasts well also, and it has always been a mystery to me why they are not generally used. What is commonly called here "Spanish" oak lasts better, perhaps, than white oak, yet the tie men all reject it, perhaps because it is so closely allied to red oak and black oak, which are worthless for ties. These species are all of the same "family," and it would be an easy matter for the buyers of ties to be deceived by men who make the ties. The regular "Spanish" oak is one of the best of trees for posts, ties or furniture. Railroad men should investigate this tree. It grows on poorest land—land that is almost worthless for farming.

Every person owning a farm should see that waste places are planted in useful timber trees. Land that is too poor for almost any kind of fruit tree will grow "Spanish" oak, black walnut or black locust. Locust grows rapidly, and makes the best of tie timber. Walnut requires richer land. I have walnut trees on my farm now that I planted twenty-five years ago that are large enough now for ties. We should not live for ourselves alone, but for those who come after us. There are thousands of acres of land in Tennessee and Mississippi near railroads that is practically worthless for farming, and can be bought for a song. Railroad companies and other corporations that never die should plant these cheap lands in rapidly-growing tie trees. Fifty years hence the harvest would be indeed great.

But in this age of invention and discovery it is by no means beyond probability that some cheap process of treating timber so it will last for many years may be discovered. If this should happen our pines and other rapidly-growing trees will do away with the necessity of planting and cultivating tie-timber trees.

O. KENDRICK.

Kendrick, Miss.

LUMBER.

[A complete record of new mills and building operations in the South will be found in the Construction Department.]

LUMBER MARKET REVIEWS.

Baltimore.

Office Manufacturers' Record,
Baltimore, Md., April 4.

The week under review has been moderately active in local lumber circles, and the volume of business about an average for this period of the season. Stocks of lumber are fully ample for the present demand, and in North Carolina pine and Georgia pine the receipts are quite liberal and offerings free. Kiln-dried North Carolina pine is commanding good prices, and sales for the week have been larger than usual, both for home and foreign account. In the hardwood business there is a good trade demand, with values steady. Stocks of hardwood at all milling sections in the South and Southwest, from which this city draws its supplies, are being held back on account of railroad rates, freights being beyond the views of millmen. Many country mills have trouble in getting oak lumber from their mills to points of shipment, while a number of mills are not sawing certain grades of oak. The reports of an easier market for oak, ash, etc., cause but little concern to foreign shippers, and it is very likely that with the advent of more settled weather and easier freight rates prices for all hardwoods will go even higher than those ruling today.

Norfolk.

[From our own Correspondent.]
Norfolk, Va., April 2.

The advent of spring seems to have produced a greater amount of interest in everything connected with the lumber industry of this port. At the close of last year manufacturers were somewhat dubious of the future in regard to North Carolina pine, but with the opening of the new year the course of the market proved that its stability was becoming of a more permanent character as the season advanced. For the quarter ending March 31 the business has been very satisfactory, and at the moment stocks are lighter than ever. The demand is very decided, and prices are firm and hardening, sales often being made at from 50 to 75 cents per thousand above list prices. Large operators are in some cases flooded with orders, and are very cautious in their selection in order to carry out contracts. Box grades continue in active demand, and at present mills have difficulty in filling orders for this grade of lumber. Shipments foreign and coastwise continue of fair volume, the latter, however, being much the greater. The foreign inquiry is good, and were it not for the exorbitant freight rates considerable actual business would be developed.

Charleston.

[From our own Correspondent.]
Charleston, S. C., April 2.

The situation in all lumber sections of this State is becoming more interesting as the season progresses, and at this port there is a decided improvement in every department of the trade in wood products. The richest sections of this State are now being penetrated by railroads, and both in yellow pine and valuable hardwoods the development will be most vigorous in future. Saw-mills are being established at all convenient points along the lines of railroad most convenient for shippers, and lumbermen and manufacturers have no difficulty in selling their output as soon as it leaves the mill. The activity at this port and nearby points

during the past week has been greater than usual. New York shipments were as follows: Schooners Edgar C. Ross, 300,000 feet of lumber; Clara A. Phinney, 370,000 feet; Mary B. Judge, 360,000 feet. The Clyde steamers cleared with 5880 crossties and 120,000 feet of lumber. The schooner Harold B. Cousins cleared for Boston with 320,000 feet of lumber, and the schooner James Boyce, Jr., for New London with 491,000 feet. Among the charters last week were the schooner W. H. Sumner, 543 tons, from Charleston to New York with crossties at 18 cents ex wharf, and schooner Willie L. Maxwell, 261 tons, from Eddy Lake, S. C., to Philadelphia or New York with lumber on private terms. The mills at Georgetown are all running on full time and turning out large quantities of first-class yellow pine and cypress lumber. Stocks are being shipped as fast as vessels can be obtained, and there is no scarcity of orders at present, while all indications point to a good trade during the present year.

Jacksonville.

[From our own Correspondent.]
Jacksonville, Fla., April 2.

The month of March at this port has been one of the most satisfactory as to general business of any in its history. With the improvement in all commercial and industrial lines, that of lumber and other wood products has shown a large volume of trade. During the past month the demand from all sections in the North was very decided, and prices have ruled firm, with a hardening tendency. The shipments for the month aggregated 12,371,400 feet of lumber, 4,269,600 shingles and 61,888 crossties. All the mills in this section seem to have plenty of business, and there is no accumulation of stock. At all milling sections in Southern Florida the activity among lumbermen is remarkable, and the development of timber land is being pushed vigorously. The establishment of small woodworking concerns at handy shipping points is quite a feature. A large business is now being done in crossties, and the demand from railroads is quite pronounced at the moment. The outlook for business in all lines of the lumber industry is very encouraging, and shipments from this port for April will likely be in excess of those of last month. The scarcity of handy-sized vessels is quite a drawback to shippers, while rates of freight show no signs of becoming any lower. Among the charters last week were the following vessels: Schooner W. C. Wickham, 313 tons, from Jacksonville to Philadelphia with dry cypress at \$6.50 and free wharfage; schooner Kate B. Ogden, 594 tons, from Fernandina to New York with ties at 18 cents; schooner Carrie A. Norton, 467 tons, from Jacksonville to Portland, Me., with lumber at \$7.50; schooner John H. May, 345 tons, Jacksonville to Philadelphia with lumber at \$6.50, and schooner J. W. Hall, 329 tons, from Jacksonville to New York with dry cypress on private terms.

Mobile.

[From our own Correspondent.]
Mobile, Ala., April 2.

The situation in lumber and timber at this port continues about the same as reported a week ago, and the market firm, with values showing a hardening tendency. During the past week 2,371,560 feet of lumber left this port, mostly for Cuba. From that island there continues a good demand, as also from South American and other ports. The situation in lumber is considered by millmen here to be in a most satisfactory condition, and manufacturers have all the business they want. The timber trade continues quiet, with a moderate inquiry from European

markets. Dealers abroad and shippers at home are quite apart in their views as to prices, and until tonnage becomes more plentiful and freights lower it is not likely that much activity in timber will be manifest. Prices for sawn timber here are steady at 15 to 15½ cents per cubic foot, 40-foot basis, and hewn timber when placed upon the market will bring 16 cents a cubic foot, basis of 100 cubic feet, average B1 good. Hewn oak is in limited demand at 15 to 18 cents per cubic foot, and hewn poplar at 12 to 13 cents per cubic foot. Pine saw logs are in active demand at \$7 to \$10 per 1000 superficial feet, according to average and quality. Among the charters reported last week were the following: Schooner S. M. Bird, 491 tons, from Ship Island to Havana with lumber at \$7.75; British steamer Blenheim, 1450 tons, from the Gulf to Rotterdam with timber at 113/9, option Barrow, Belfast or Greenock, 112/6; schooner Jennie Hall, 362 tons, from Ship Island to Havana with lumber at \$7.75; schooner Maplewood, 510 tons, from Pascagoula to Matanzas with lumber at \$8, and British steamer Rosefield, 1959 tons, from the Gulf to Rotterdam with timber at 115/4, early May.

Lumber Notes.

Shipments of lumber from the port of Savannah for the week ending the 31st aggregated 4,100,000 feet.

The Winona Planing Mills & Manufacturing Co. of Winona, Miss., was organized last week and will begin operations shortly.

Work has commenced on the extensive saw-mill plant of the Empire Lumber & Mining Co. in Shady Valley, Johnson county, Tennessee.

Receipts of lumber at New Orleans last week amounted to 1,614,373 feet, and for the season 63,212,052 feet, against 56,665,700 feet last season.

The L. F. Miller Lumber Co. of Joplin, Mo., has been chartered, with a capital stock of \$25,000. The incorporators are L. F. Miller, J. H. Berkshire and J. B. White.

It is estimated that over 15,000,000 feet of lumber will be used in the cotton-mill buildings and warehouses to be erected this spring and summer at Greenville, S. C.

McMillan & Minshall of Piedmont, W. Va., have purchased 1500 acres of timber lands in Randolph county, and will erect a saw-mill plant and otherwise develop their property.

The Pine Land Lumber Co. of Clawson, Angelina county, Texas, was chartered last week, with a capital stock of \$30,000. The incorporators are R. A. Caruthers, Lee Caruthers and A. P. McCormick.

The Canton Lumber Co. of Baltimore, Md., was incorporated on Monday last, with a capital stock of \$10,000. The incorporators are Frank C. Fenhagen, Joseph D. Virdin, John A. Berryman, Joseph B. Seth and James R. Clark.

The Kyle Lumber Co. has just established a planing mill and installed other woodworking machinery at Alabama City, Ala. Besides the usual products of such plants, there will be several kinds of furniture manufactured.

The receipts of logs at Chattanooga, Tenn., last week amounted to over 3,000,000 feet, and during the season it is said over 20,000,000 feet have arrived. This is a much larger quantity than for any season during the past ten years.

Shipments of wood products from the port of Jacksonville, Fla., during the month of March were as follows: Lumber coastwise 10,512,184 feet and foreign 1,862,216 feet, or a total of 12,374,-

400 feet; shingles 4,260,000, and cross-ties 61,888.

It is stated that the Blades Bros. saw-mill at Elizabeth City, N. C., was destroyed by fire on Sunday last, together with 2,500,000 feet of lumber. The property was valued at \$100,000, with insurance \$60,000. The mill will be rebuilt at once.

The Heise & Bruns Lumber Co. of Baltimore, Md., has been incorporated, with a capital stock of \$30,000. The incorporators are William Heise, John F. Bruns, John D. Heise and William H. Winkelman, who are also directors for the ensuing year.

The Crescent Yellow Pine Lumber Co. of Chicago purchased last week 160 acres of land on the line of the Gulf & Ship Island Railroad near Jackson, Miss. It is the intention of the company to at once locate on the property an extensive lumber-manufacturing plant.

The Russe-Burgess-Graydon Lumber Co. of Concordia parish, Mississippi, has purchased a large quantity of iron rails from the Natchez Street Railway Co. The rails will be used at the company's mill at Black River Station. The output of this mill is largely for export.

The Mackie Lumber Co. of Piedmont, W. Va., has purchased 800 acres of coal and timber land in Garrett county, Maryland, north of Oakland, and a body of timber in Allegany county, Maryland, opposite Keyser. The company will begin marketing the latter timber at once.

John Lindsey of Sandersville, Miss., is erecting a saw-mill plant near Selma, Ala. A planer and dry-kiln will also be added to the plant. The mill will have a capacity of 20,000 feet a day. A shingle mill will also be constructed at the same place with a capacity of 50,000 shingles per week.

It is stated that the Standard Manufacturing Co. at Goldsboro, N. C., with a capacity of 20,000 feet of lumber a day, has all the orders it can take for the next twelve months already booked. This company operates three lumber mills outside of Goldsboro, and also a crate factory with capacity for 1500 crates a day.

H. R. White, a prominent lumber dealer of Connersport, Pa., and A. C. Palmeter of the same place visited Knoxville, Tenn., last week en route for Blount and Sevier counties to inspect a tract of timber land consisting of 30,000 acres. It is expected that in a few days the deal will be closed, when the purchasers will at once commence to develop the property.

Col. J. B. Killebrew, immigration agent of the Nashville, Chattanooga & St. Louis Railway, has made arrangements with Bishop Bros. of Cincinnati, Ohio, to come at once to Tennessee and locate a plant for the manufacture of lumber near Sherwood, Franklin county, Tennessee. These gentlemen have already secured 2600 acres of timber land, and will bring down fifteen or twenty families, who will form a considerable colony in the vicinity of their saw-mill plant.

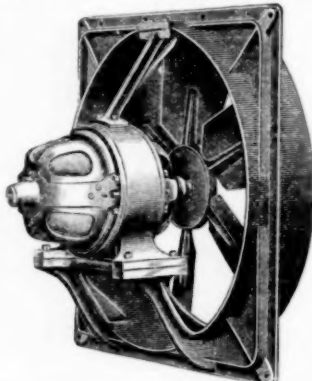
A company of local capitalists of Lake Charles, La., headed by N. D. Pope has purchased the Cessford mill site near that city, consisting of six acres of land, on which it will erect a first-class saw-mill plant. Contracts have been made with a St. Louis firm for a complete mill outfit and for plans for the mill itself. The mill will stand 32x130 feet on the ground, and will have a capacity of 50,000 feet of lumber a day. It is expected to have the plant completed by the first of August. This mill will be the ninth saw-mill located on the switches of this city.

MECHANICAL.

The Triumph Exhaust Fan.

The Specialty Manufacturing Co. of Indianapolis, Ind., manufacturer of the Triumph exhaust fan, for belted service, is now prepared to furnish this fan direct connected with detachable motor. The direct-connected fan is offered in sizes of thirty, thirty-six, forty-two and forty-eight inches, the motors being wound for all standard voltages of direct current.

This fan presents some decidedly new features in the line of direct-connected fans, which will be of interest to the elec-



TRIUMPH EXHAUST FAN
Direct Connected With Detachable Motor.

trician. For belted service the Triumph is well known, having been on the market for a number of years, hundreds of them being in daily use and rendering satisfactory service, which is quite a testimonial for its efficiency, durability and general merits.

The flat square back of the belted fan, affording such convenience in installation, is utilized in the direct-connected fan, and the manufacturer has carefully followed out the idea of convenient installation in designing the direct-connected fan; the motor, being detachable, is entirely separate, and is shipped detached, the bracket or motor support being a part of the fan frame.

To install this direct-connected fan the

The detachable feature of the motor in this outfit should not be overlooked, as it offers advantages well worth consideration, as, for instance, the temporary use of such a motor. This motor, being easily detached, can be set where desired, and with fan wing removed and pulley used on shaft instead you have a motor for belted service. Then again, it is possible at certain seasons that the service of the fan is not required; at such times this motor may be removed and utilized as above suggested.

The motors furnished with these fans are of the most approved and modern electrical and mechanical construction. They will carry the fan at full speed without injurious heating, and without sparking at the brushes. The motor is of the protected type, thus affording ample protection against the accumulation of dirt and consequent damage to the machine, which has heretofore been a source of great annoyance to the operator of direct-connected fans and a forcible argument against their use.

The rheostat furnished is thoroughly fire-proof, and provided with automatic release.

Carbon brushes are used, provided with automatic feed.

The bearings are interchangeable and self-oiling; the machines are accurately balanced, so there is practically no vibration when the fan is in operation.

All parts are made in duplicate.

Especially attention has been given to the distance between the motor and frame, which is reduced to the minimum, thus reducing the protrusion of the motor into the room to the least considerable distance, hence obviating an unsightly appearance.

The well-known manufacturer of this direct-connected fan claims to have run exhaustive tests, and is willing to risk its reputation on efficiency.

Improved 16-Inch Engine Lathe.

The illustration here given shows a lathe that has been carefully designed and is built from entirely new patterns, well proportioned, with all modern im-

The spindle is made of the highest grade special steel and journaled in hard bronze boxes. The hole through spindle is one and seven-sixteenths inches diameter. The cone has five steps for two-and-one-half-inch belt, and is strongly back-geared.

The tailstock is massive and is reamed for No. 3 Morse taper.

All feeds are reversed in the apron, which is so arranged that it is impossible to throw in the rod and screw feeds at the same time.

The carriage has bearing on each of the four Vs, and is locked for cross-feed work by an eccentric clamp from the front, which performs the work without any twist or side strain, such as produced by a gib tightener.

The cross-feeds are graduated to one-thousandths of an inch.

The geared feed being positive, all feeds are obtainable within the range of modern practice and without using the lead screw. There are also four changes of belt feed, and feeds can be driven with belt or gearing without disconnecting either.

The chasing stop is very solid, and graduated to one-thousandths of an inch, and can be set to zero in any position, so that screws can be finished and fitted without removing from the lathe, and duplicated to an exact fit.

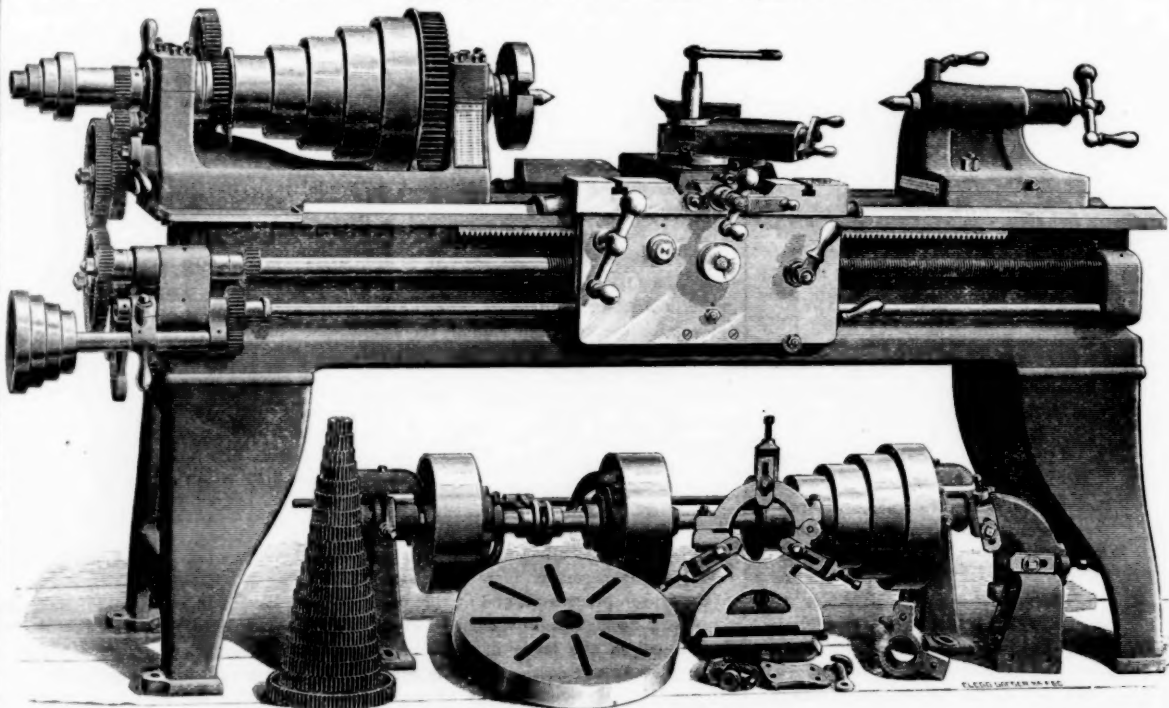
Threads from two to forty-eight per inch (including eleven and one-half) can be cut without changing gear on spindle, and all threads can be cut without stopping lathe or reversing the lead screw.

The countershaft has patent friction pulleys, twelve inches in diameter, for three-and-one-half-inch belt, and should run 150 revolutions per minute.

This lathe is furnished with plain tool rest, steady and follow rests, large and small face plates, change gears, countershaft and wrenches.

Compound rest, taper attachment, etc., furnished when desired. Beds of any desired length can be furnished.

For further particulars address the makers, Messrs. Greaves, Klusman & Co., Cincinnati, Ohio.



IMPROVED 16-INCH ENGINE LATHE.

square frame is lagged or bolted to the opening; the motor is then placed on the bracket, to which it is firmly and securely held by cap screws; the fan wing is then secured to the shaft, and when the motor is connected up the fan is ready for operation.

provements, and equally well adapted to the handling of either light or heavy work in the most accurate and convenient manner.

The headstock is massive, webbed its entire length, and not weakened to make room for reverse plate.

The Columbus Power Co., Mr. G. Gunby Jordan, treasurer, is circulating a reproduction of the article "The South's All's Well," by Richard H. Edmonds, with some additional data on the cover, showing the advantages of Columbus, Ga., for textile industries.

CONSTRUCTION DEPARTMENT.

THE MANUFACTURERS' RECORD seeks to verify every item reported in its Construction Department by a full investigation and complete correspondence with everyone interested. But it is often impossible to do this before the item must be printed, or else lose its value as news. In such cases the statements are always made as "rumored" or "reported," and not as positive items of news. If our readers will note these points they will see the necessity of the discrimination, and they will avoid accepting as a certainty matters that we explicitly state are "reports" or "rumors" only. We are always glad to have our attention called to any errors that may occur.

*Means machinery, proposals or supplies are wanted, particulars of which will be found under head of "Machinery Wanted."

In correspondence relating to matters reported in this paper, it will be of advantage to all concerned if it is stated that the information was gained from the Manufacturers' Record.

It often occurs that the organization of a new company in a town is not known by the postmaster, and hence letters addressed to the company are returned marked "not known." The Manufacturers' Record reports the first organization of all companies, and our readers, in seeking to get into communication with them, should be very careful in deciding how to address them, and it is often advisable to add the names of one or more incorporators as an aid to the postmaster in delivering mail.

ALABAMA.

Alabama City—Planing Mill, etc.—The Kyle Lumber Co. has established a planing mill and woodworking plant.

Anniston—Brick Company.—The Duke Brick Co. has been organized, with A. G. Duke, president, for establishment of plant with capacity of 25,000 to 40,000 bricks per day.

Anniston—Marble Quarries.—Alexander King, formerly of Bedford, Pa., has purchased and will develop marble quarries near Anniston.

Birmingham—Coke Ovens.—The Sloss-Sheffield Steel & Iron Co., J. W. McQueen, secretary and treasurer, reported last week as to build 100 or 200 more coke ovens, states that it is placing contract for 150 additional ovens near Blossburg, and expects to build 300 or 400 more during the summer near its Walker county mines.

Calais—Lime Quarries.—T. H. & N. A. Spencer have purchased and are operating lime quarry at Calais, as recently reported; will mine 400 tons per day; new mine just opened is mining about fifty tons per day; new machinery has been installed.

Florence—Machine Shops and Foundry.—The Florence Machine Works is erecting large foundry and machine shops, as lately reported; foundry will be equipped with cupola and other appliances for making castings, ore-mining machinery, blast furnaces, etc.; building and equipment will cost \$10,000; R. M. Martin, president.*

Girard—Cotton Mill.—The Chattahoochee Knitting Mill has been secured and will be equipped as cotton mill, as recently reported; 128 looms will be installed, and the Girard Cotton Mills is being organized to operate plant.

Huntsville—Brewery.—Captain Conrad of Aurora, Ill., contemplates establishing a \$100,000 brewery in Huntsville with capacity of 50,000 barrels of beer annually.

Huntsville—Ginnery.—The Alabama Cotton Oil Mills will operate ten 70-saw gins, a round-bale press and a double rotary square-bale press in connection with its oil mills. The new plant will require large additions to the present one, including a new battery of boilers; entire cost \$25,000.

Huntsville—Feed Mill.—The Spring City

Flouring Mills will install a complete feed mill.

Huntsville—Carriage Factory.—The J. W. Skinner Carriage Manufacturing Works will erect a new two-story brick building to replace one burned; W. C. Pollard will superintend work on building; machinery has been ordered. As soon as new factory is in operation a large repository will be erected; cost of new plant \$20,000.

Jasper—Bridge.—F. M. Dobson of Fayette, Ala., has been awarded contract to construct a steel bridge at Jasper for \$9700.

Mobile—Fish and Oyster Company.—Chartered: The Mobile Fish & Oyster Co., with capital stock of \$50,000, by A. S. Lyons, president; A. Balledoras, general manager.

Piedmont—Iron Mining.—Wilson Ridge Mining Co. is building washers and installing other machinery to facilitate its iron mining.

Piedmont—Saw-mill.—Capt. J. H. Hebble is erecting another saw-mill near Piedmont.

Piedmont—Iron Mines.—Geo. D. Harris and others are opening iron mines near Piedmont.

Piedmont—Iron Mines.—Randolph & Farrel of Anniston are developing iron mines near Piedmont.

Pratt City—Water-works.—The city has awarded contract to J. P. Miller of Chicago, Ill., for construction of its proposed \$25,000 water-works system. One or more wells will be bored. Address E. J. Hudnall for particulars.*

Selma—Oil Mill.—J. B. Ellis of Orrville, E. B. Martin of Martin's Station, W. L. Bruce of Catherine, George H. Craig, John E. Oxford of Selma and others have incorporated the People's Cotton Oil Co. for establishing a cottonseed-oil mill.

Selma—Shingle Mill.—Fell & Hendrix are erecting shingle mill with weekly capacity of 50,000 shingles at Buckatunna.

Selma—Saw and Planing Mill.—John Lindsey of Sandersville, Miss., is erecting saw-mill, planer and dry-kilns with capacity of 20,000 feet of lumber per day at Buckatunna.

ARKANSAS.

Conway—Ice Plant.—Allinder & McCulloch contemplate erecting a six-ton ice plant.*

Fayetteville—Berry Company.—The Berry Union has been incorporated, with capital stock of \$5000, to ship berries, etc.; J. P. Lea, president.

Harrison—Bottling Works.—The Harrison Bottling Works has been formed and ordered machinery for bottling works; T. W. Wright, formerly of Kansas City, Mo., is interested.

Hot Springs—Refrigerating Plant.—C. G. Converse will erect a six-ton refrigerating plant; contract for machinery awarded.

Paragould—Ice Plant.—The Paragould Compress Co. will install 25-ton ice machine.*

Pine Bluff—Machinery Works.—The Pine Bluff Iron Works will be organized, with a capital stock of \$100,000, for the manufacture of boilers, engines, forgings and car axles, by S. M. Galbraith (president), Oliver Galbraith, T. Maroney, L. G. Brice, W. D. Savage and Chas. M. Hender.

Portland—Cotton-oil Mill.—The Portland Oil Mill has been incorporated, with capital stock of \$35,000, by J. C. Bain (president), D. B. Pugh, J. D. Dean, R. A. Pugh and others.

Van Buren—Ice Plant.—A company will be organized for the establishment of an ice factory.

FLORIDA.

Apalachicola—Telegraph System.—The Apalachicola & Tallahassee Telegraph Co. has been incorporated, with capital stock of \$10,000, to construct system from Apalachicola to Tallahassee; incorporators, J. N. Coombs, C. H. Parlin and Sol Brush.

Floral City—Phosphate Plant.—The Bradley Fertilizer & Phosphate Co. of Mt. Pleasant, Tenn., is prospecting lands near Floral City with a view to putting in another plant.

Florida—Saw-mills, etc.—The Brooks-Davidson Lumber Co., reported during the week under Greensboro, N. C., has organized to conduct a general saw-mill, lumber and naval-stores business in the South, and has purchased 25,000 acres of timber land in Florida. Address company at Greensboro.

Hernando—Phosphate Plant.—The Central Phosphate Co. of Mt. Pleasant, Tenn., will establish one of its plants near Hernando,

where it has been prospecting for several months.

Lake City—Shingle Mill.—Barefoot & Spink are erecting a shingle mill.

Miami—Rock Quarrying, etc.—E. A. Waddell has organized the Crystal River Manufacturing Co., with capital stock of \$100,000, for the purpose of quarrying rock and furnishing stone for building purposes.

Orange Park—Sugar Mill.—Eldridge Sugar Mill Co., J. F. Eldridge, treasurer, is about to build another sugar mill.*

Port Tampa—Turpentine Tanks.—The Gulf Naval Stores Co. and the Tampa Naval Stores Co. will erect large tanks for holding turpentine.

Sanford—Broom Factory.—J. D. Dale has established a broom factory.

Wellborn—Broom Factory.—A. D. Hemming has established a factory with capacity of from 800 to 1500 brooms per day.

GEORGIA.

Americus—Cannery.—E. D. Ansley, 413 Jackson street, will install canning outfit and evaporator.*

Atlanta—Cotton Mill.—The Piedmont Cotton Mills, recently reported incorporated, has organized with B. L. Willingham, president; W. Woods White, treasurer, and Baynard Willingham, manager, for establishment of cotton mill; building will hold 5000 spindles, 2500 of which will be installed at once, and contract has been awarded. Initial plant will cost \$50,000. Address the manager.*

Augusta—Bag and Cotton Mills.—The Fulton Bag and Cotton Mills is said to be planning the erection of a 60-foot addition and an ell 250x300 feet to its mill in which to install 25,000 spindles and 750 looms. Plans are now being prepared. The mill will probably be operated by electricity. Equipment of company's present mill is 42,000 spindles and 1352 looms.

Augusta—Cotton-oil Mill.—F. B. Pope, J. P. Fleming, Jas. Taylor, A. S. Dunbar and Jacob Philinz will incorporate a \$40,000 company for the establishment of a cottonseed-oil mill.

Blackshear—Ice Plant.—The A. P. Bentley Co. contemplates installing a small ice-making plant.*

Boston—Artesian Well.—The city will sink an artesian well. Address "The Mayor."

Boston—Gin and Grist Mill.—Battle & Eason will erect gin and grist mill.

Carrollton—Cotton Mill.—Efforts are being made for organization of a \$200,000 company for establishment of cotton mill. Address E. M. Bass.

Chappel—Telephone System.—A. H. Chappel will construct telephone system from Chappel to Milner, Ga.*

Chickamauga—Box, etc., Factory.—The Chickamauga Manufacturing Co. has been organized, with J. R. Smith, president; J. A. Garrett, secretary and treasurer, and W. J. Ware, general manager, and has established a strawberry-box, butter-dish, etc., factory.

Columbus—Cotton Mill.—C. L. Perkins' proposed cotton-wadding and batting mill, recently noted, will be erected by the Southern Wadding Co., which has been incorporated, with capital stock of \$25,000, by A. C. Chancellor, E. N. Clemence, John C. Cook, John A. Mitchell, C. L. Perkins and others. Address C. L. Perkins.

Conyers—Telephone System.—Arthur Whitaker has formed the Conyers Telephone Exchange, and is erecting a telephone system.

Dahlonega—Gold Mines.—The Chicago-New South Gold Mining Co., recently reported, will greatly increase its milling capacity in the near future.

Fitzgerald—Syrup Factory.—A syrup factory will be established. Address P. H. Fitzgerald.

Georgia—Cane-syrup Mill.—F. A. Thole of Carbon Hill, Ala., will establish a cane-syrup mill in South Georgia, as recently mentioned; capacity about 250 to 300 gallons per day.*

Hampton—Cotton Mill.—A company has been organized, with A. J. Henderson, president, and W. M. Harris, secretary and treasurer, for the establishment of a cotton mill; capital stock \$60,000. Others interested are P. W. Pullen, H. G. Fields, J. L. Moore, R. J. Arnold and R. F. Smith.

Harmony Grove—Electric-light Plant.—The city will hold an election on April 10 to de-

cide the issuance of \$10,000 of bonds for building an electric-light plant. Address "The Mayor."

Lavonia—Flour Mill.—The Lavonia Milling Co. has been organized to build the flour mill lately reported; capacity forty barrels per day. Address Box 901.*

Macon—Levee.—It is reported that a levee will be built along the bank of the Ocmulgee river. If correct, W. H. Mansfield can give particulars.

Marietta—Chair Factory.—The Marietta Chair Co. will increase its capital \$10,000 to erect a three-story brick warehouse and a new dry-kiln and install a new boiler and other machinery, doubling its output; James R. Brumby, president.

Millwood—Saw-mill.—J. B. Bagley & Co. is erecting saw-mill, as lately reported; daily capacity 20,000 feet.

Quitman—Cotton-oil Mill.—A company has organized, with capital stock of \$60,000 and privilege of increasing to \$500,000, for establishment of cottonseed-oil mill; John Mallock of Savannah, Ga., is interested.

Rome—Iron-ore Deposits.—G. J. Briant has commenced the development of extensive iron-ore deposits near Rome.

Roswell—Bridge.—A new double-drive, wooden covered bridge will be constructed across the Chattahoochee river at Roswell, to be 600 feet long and cost about \$6000. Address E. B. Rosser, chairman board of county commissioners.

Savannah—Shoe Factory.—Efforts are being made to organize a company for manufacture of shoe. Address E. Okarma.

Savannah—Hardwood Mills.—J. B. Wiley will establish a hardwood factory.

Savannah—Basket, Crate, etc., Factory.—The Pierpont Manufacturing Co. of Crescent City, Fla., will establish a basket, crate, etc., factory at Savannah.

Senola—Cotton Mill.—Efforts are being made for organization of \$100,000 stock company to establish cotton mill. Address B. A. Nolan.

Tallapoosa—Gold Mine.—C. F. Durr is developing the Edwards gold mine, and will install improved placer mining machinery.

Waycross—Cigar Factory.—R. L. Stephens and P. L. Fain of Cairo, Ga., will establish cigar factory at Waycross, as lately reported; to operate as the Stephens-Fain Cigar Co.

KENTUCKY.

Carrollton—Tobacco Factory.—J. Wright of Richmond, Va., and others will organize a \$100,000 company to establish a tobacco factory in Carrollton.

Cloverport—Brick Works.—The Patton Vitrified Brick Works has awarded contract for repairing its kilns and will resume operations.

Marion—Lead Mines.—The Fluor Spar Co. has secured a 10-year lease on the Columbia lead mine, and will begin operations at once.

Louisville—Tobacco Factory.—The Nall & Williams Tobacco Co. will enlarge its factory by installing new machinery, etc.

Paducah—Pants, etc., Factory.—The Forked Deer Pants Co. has been incorporated, with capital stock of \$50,000, for the manufacture of pants, overalls, etc., and has consolidated with the Dixie Shirt Works; incorporators, E. W. Smith, B. H. Scott, E. Boyd and others.

Soldier—Brick Plant.—The Hayward Brick Co. of Ironton, Ky., is establishing a fire-brick plant at Soldier.

Three Springs—Flour Mill.—Henry Nonan will build a flour mill, as lately reported; capacity thirty barrels.*

LOUISIANA.

Alexandria—Bridge.—The Alexandria & Pineville Bridge Co. has been incorporated, with G. W. Bolton, president; B. Turney, vice-president; F. M. Welch, secretary, and C. A. Schnack, treasurer, for the construction of a bridge across Red river at Alexandria; capital stock \$100,000, which will be increased to \$150,000. Address the secretary.*

Jennings—Rice Mill.—Chas. D. Bonnin, T. Simon of Crowley and Desire Richard of Mermentau, recently reported to erect a rice mill with capacity of 1200 barrels every twenty-four hours, have incorporated the Louisiana Rice Milling Co., Limited, with capital stock of \$30,000.

Lake Charles—Saw-mill.—N. D. Pope of

the Hodge Fence Co. and others will establish a saw-mill at Gosport with capacity of 50,000 feet; building will be 32x130 feet; new company will absorb the Hodge Fence Co.

Plaquemine-Shingle and Lumber Mills.—L. G. Nichols will rebuild his shingle mill, reported burned, and add lumber mill; building will be 42x120 feet, and boiler-house 24x60.

Ruston-Planing Mill.—Harris & Atkinson will rebuild their burned planing mill.

Shreveport-Printing Plant, etc.—O. P. Ogilvie and G. G. Williams, lately reported to establish a plant for manufacture of blank books, etc., have incorporated as the Ogilvie-Williams Printing Co., Limited, with capital stock of \$15,000.

MARYLAND.

Baltimore—Printing.—Chartered: The Thompson Printing Co., by Arthur Thompson, J. Lewis Thompson, Hunter D. Garrett and others, with capital of \$3000.

Baltimore—Importing.—The Trautman Importing Co. has been chartered for the purpose of conducting a flower and feather business, by Sigmund Trautman and others; capital stock \$50,000.

Baltimore—Brick Works.—Frank Ehlan will establish brick works with capacity of 70,000 per day; will operate as the Adams Yards.

Baltimore—Machine Works.—The Baltimore Machine Works has been incorporated to manufacture electric elevators and continue established business as engineers and general machinists; company will build larger shops in the near future; Wm. Klelnie, president and treasurer; F. Allen Lazenby, secretary and treasurer; capital stock \$30,000. Address 603-605 Water street.

Baltimore—Lumber Company.—The Heise & Bruns Co. has been incorporated to succeed Heise & Bruns; capital stock \$30,000; incorporators, William Heise, John Bruns and others.

Baltimore—Lumber Company.—The Canton Lumber Co. has been incorporated, with capital stock of \$10,000, by Frank C. Fenhagen, Joseph D. Virdin, John A. Berryman and others.

Barton—Coal Mining.—Thomas M. Righter of Northumberland county, Pennsylvania, has purchased coal lands near Barton from J. O. J. Greene, and has options on several adjoining tracts, and will begin operations at once.

Oakland—Timber and Coal Lands.—The Mackie Lumber Co. of Piedmont, W. Va., has purchased 800 acres of timber and coal lands in Garrett county, near Oakland, and will develop it.

Tacoma Park—Water-works and Sewerage System.—Rosser & Castoe of Bellaire, Ohio, has received contract for construction of water-works and sewerage at Tacoma Park, recently reported.*

Washington, D. C.—Acetylene-gas Plant.—The Acetylene Lighting Co., reported last week as incorporated, controls the patents of Thomas D. McClary on acetylene-gas generators and has equipped shops and a manufacturing plant at 1407 Ohio avenue; offices, Central National Bank Building.

MISSISSIPPI.

Bay St. Louis—Grist and Rice Mill.—W. B. Keene has purchased the Hart Grist Mill and will install rice thresher.

Columbus—Knitting Mill.—A mill for the manufacture of hosiery may probably be established at a cost of \$30,000. Address John D. Askew.*

Columbus—Light and Power Company.—Chartered: The Columbus Light & Power Co., by W. H. Johnson and others, with capital stock of \$50,000, for establishment of gas and electric-light plant.

Columbus—Cotton-oil Mill.—R. L. Lewis, H. S. Stoutz and others have incorporated the Columbus Cotton Oil Co. to erect cotton-seed-oil mill, with capital stock of \$50,000.

Jackson—Saw and Planing Mill.—F. Hammell of Martinsville, Ill., will erect a large saw and planing mill at Jackson.

Jackson—Lumber Plant.—The Crescent Yellow Pine Lumber Co., A. Krauss, secretary, Chicago, Ill., has purchased 160 acres of land near Jackson and will establish a large lumber-manufacturing plant.

Kosciusko—Oil Mill and Fertilizer Factory.—The Kosciusko Oil Mill and Fertilizer Factory has been incorporated for the establishment of an oil mill and fertilizer factory, with L. H. Dooty, president and general manager; W. B. Potts, A. E. Kelly, J. A. Gilliland and others; capital stock \$50,000.

Lula—Ginnery.—The Lula Ginnery Co. has been incorporated, with capital stock of \$15,000, by E. H. Maddox and others.

Meridian—Machinery Company.—The

Meridian Machinery Co. has been incorporated by R. L. Lewis, E. W. Hight and others, with capital stock of \$20,000.

Rolling Fork—Oil Company.—The Rolling Fork Oil Co. has been incorporated, with capital stock of \$50,000, for establishment of a cottonseed-oil mill, by Julius Sinal, G. M. Baggett, S. Dover and others.

MISSOURI.

Aurora—Mining.—Chartered: The Sandy Hill Mining Co., with capital stock of \$300,000, by A. H. Rogers of Joplin, J. M. Maret and G. W. Rinker of Aurora and others.

Granby—Lead and Zinc Mines.—George Hilseng of Carthage, Mo., will build a 100-stamp mill and equip two shafts with pumps, holsters, derricks, etc., on the Peach Tree property at Granby.

Ironton—Iron Mines.—The Big Muddy Coal & Iron Co. of St. Louis, O. L. Garrison, president, will install crusher and washer at its Bald Knob iron mines at Ironton and resume operations.

Joplin—Gas Company.—The Joplin Gas Co. has been incorporated, with capital stock of \$50,000, by J. T. Lynn, E. T. Lynch, W. A. Campbell and others.

Joplin—Mining.—The Bacon Hill Zinc Mining & Milling Co. has been incorporated, with capital stock of \$150,000, by F. B. Rogers, D. E. Blair and others.

Joplin—Smelter.—A. F. Nathan, president of the American Zinc Mining Co., will erect a 500-ton smelter.

Joplin—Lumber Company.—The L. F. Miller Lumber Co. has been incorporated, with capital stock of \$25,000, by L. F. Miller, J. H. Berkshire and J. B. White.

Kansas City—Implement Company.—The South Side Implement Co. has been incorporated, with capital stock of \$50,000, by J. A. Moore, G. J. Gray and others.

Kansas City—Manufacturing.—The Hawkins Manufacturing Co. has been incorporated, with capital stock of \$15,000, by W. H. Hawkins, F. B. Lewis and Arthur Sutton.

Kansas City—Chemical Company.—The Southwest Chemical Co. has been incorporated, with capital stock of \$500,000, by A. R. Meyer, C. E. Finney, B. D. Rowe and others.

Kansas City—Fuel and Hay Company.—The Crescent Fuel & Hay Co. has been incorporated, with capital stock of \$7000, by C. A. Young and others.

Kansas City—Mercantile.—Chartered: The Standard Supply Co., by J. L. Peak and others; capital stock \$5000.

Lexington—Ice Plant.—Ernest Hoffman is enlarging his ice and cold-storage plant by installing a 25-ton refrigerating machine, contract for which has been let.

Mt. Vernon—Mining.—The Lawrence Mining Co. has been incorporated, with capital of \$3000, by Norman Gibbs, J. A. Harris, B. K. Trickle and others.

Neosho—Ice Plant.—G. F. C. Carl and Charles H. Murray are building a 20-ton ice plant; building to be 46x100 feet.

Savannah—Canning Factory.—The Savannah Canning Co., lately reported incorporated, will establish a plant with capacity of 1,000,000 cans per year. Address L. R. Williams.*

St. Louis—Lumber Company.—The F. H. Smith Lumber Co. has been incorporated, with capital stock of \$100,000, by F. H. Smith, J. M. Bullard, E. C. Smith and others.

St. Louis—Liquor Company.—Chartered: The Olympia Liquor Co., by Rudolph Vocke and others, with capital stock of \$5000.

St. Louis—Orchard Company.—Chartered: The Black Rock Orchard Co., by L. W. Day and others, with capital stock of \$40,000.

St. Louis—Land and Development.—The Petosi Land & Development Co. has been incorporated, with capital stock of \$60,000, by W. S. Townsend, B. J. Klene and B. L. Little.

St. Louis—Furniture Company.—Chartered: The Western Furniture Co., with capital stock of \$100,000, by S. F. Shriber and Herman Levy.

St. Louis—Bakery.—Chartered: The St. Louis Bakery Co., with capital stock of \$30,000, by Frederick Ulrich, Henry Hinrichs and others.

St. Louis—Mining.—Chartered: The Delmar Mining Co., with capital stock of \$25,000, by W. A. Thomas, A. W. Oliver, H. H. Hess and others.

St. Louis—Electric-light Plant.—The Seckner Contracting Co., which recently contracted for lighting business section of city, will erect a plant of 20,000 horse-power and incorporate the City Lighting Co., with capital stock of \$600,000, for operating same. Among the incorporators are George Mayer

and J. H. Brown of Chicago, M. C. G. Bergman, E. M. Tyner and R. M. Shaw of St. Louis.

NORTH CAROLINA.

Charlotte—Cotton-mill Machinery.—Capt. W. H. Ramseur has been granted a patent on an improvement for cotton-mill machinery, which claims to prevent the making of waste in cotton mills; will organize the Universal Manufacturing Co. to erect works for manufacturing the machines.

Charlotte—Land Improvement, Water-works, Electric Plant, etc.—The Piedmont Realty Co. has been incorporated for improving land, operating works for supplying light and water, constructing and operating telephone systems, etc., with capital stock of \$60,000, and privilege of increasing to \$300,000, by B. D. Heath, William Coleman, F. C. Abbott and George Stephens.

Dunn—Furniture Factory.—R. G. Taylor, East Broad street, and others will establish a furniture factory.*

Elizabeth City—Lumber Plant.—The Blacres Lumber Co. will rebuild its plant, burned at a loss of \$100,000.

Greensboro—Carpet Mill.—The Van Deventer Carpet Co., H. L. Hohlfield, manager, will install fifty new looms, increasing output to 2,000,000 yards per year; present equipment fifty looms.

Greensboro—Furniture Factory.—The Greensboro Manufacturing Co. has recently purchased furniture factory near Front Royal, Va., and will remove it to Greensboro.

Greenville—Tobacco Factory.—The American Tobacco Co. of New York has purchased the tobacco factory at Greenville of Strause Bros.

Lexington—Cotton Mill.—The Wennonah Cotton Mill No. 2 will enlarge by erecting a three-story addition 75x48 feet; contracts have been let; not stated what machinery will be put in.

Littleton—Electric-power Plant.—Col. W. H. S. Burgwyn of Henderson, N. C., and N. D. Wilkins have, it is reported, made arrangements for the establishment of a \$1,000,000 power plant at Pughs Falls, on the Roanoke river. This will include the cost of a dam of solid masonry across the Roanoke river that will give 30,000 horse-power.

Morganton—Cotton Mill.—The Alpine Cotton Mills will enlarge; present equipment 3500 spindles.

Oakland—Copper Mine.—J. N. Gorman of Richmond, Va., has purchased the Klegg copper mine, and will form a company to develop it, as recently reported.*

Wilmington—Baking-powder, Snuff and Tobacco Factory.—The Atlantic Manufacturing Co. has been incorporated to manufacture baking powder, snuff and tobacco, with capital stock of \$50,000; incorporators, C. W. Worth, John F. McNair, H. I. Vollers, S. P. McNair and D. L. Gore.

SOUTH CAROLINA.

Camden—Oil Mill, etc.—The Atlantic Cotton Oil & Refining Co. of Sumter has increased its capital stock, as lately reported, for the purpose of building its proposed mill at Camden and refinery at Charleston.*

Charleston—Refinery.—See item under Camden.

Estill—Planing Mill.—T. Oregon Lawton, Jr., and others have closed contract for several hundred thousand feet of yellow-pine lumber, and are erecting planing mill to be operated as the Estill Planing Mill Co.

Greenwood—Cotton-oil Mill.—The Farmers' Oil Mill has been incorporated, with capital stock of \$30,000, by Joel S. Bailey, W. H. Mays and George H. Taylor.

Greer Depot—Cotton Mill.—Company reported last week as incorporated as Greer's Mill by W. W. Burgess and others will be known as the Franklin Mills, and will build a 5000-spindle plant for manufacture of coarse yarns; Wm. Burgess, president.

Rock Hill—Cotton Mill.—It is said J. C. Harrington of New York, N. Y., will establish the \$50,000 towel factory at Rock Hill, reported during the week.

Tucapau—Cotton Mill.—The Tucapau Mills, reported last week as adding 10,000 spindles, states that the report is correct; is enlarging present building to accommodate the new machinery; T. E. Moore, treasurer.

Weinona (not a postoffice)—Cotton Mill.—The Weinona Cotton Mills has been incorporated, with capital stock of \$100,000, by O. F. Cheatham, J. C. Lamar and J. M. Landrum of Aiken, S. C.; Chas. Warren Davis of Augusta, Ga., and others, for establishment of a 5000-spindle mill. Address Chas. Warren Davis, No. 5 Library Building, Augusta, Ga.

York County—Gold Mine.—The Louise Gold Mining Co. of Memphis, Tenn., has purchased from Jeff. D. Smith and others of Yorkville the Magnolia gold mine, embracing ninety-five acres, and the mineral interest in 1625 acres in York county for \$22,500, and will develop.

Yorkville—Gold Deposits.—The Catawba Placer Mining Co. has been organized for the purpose of taking gold from the sands of Catawba river. John B. Birlhoff of Jersey City, N. J., is president, and W. L. Scott of Wilmington, Del., secretary.

TENNESSEE.

Bristol—Lumber Mill.—The Empire Lumber & Mining Co. will erect a large lumber mill at Shady Valley.

Chattanooga.—J. F. Valodin is organizing a company to establish and operate an ice plant.

Chattanooga—Brass Plant.—The General Fire Equipment Co. has purchased the Smith & Briggs Brass Works at Buchanan, Va.; will remove it to Chattanooga and operate in the manufacture of plumbers' supplies.

Chattanooga—Woodworking Factory.—Lee Ward and Harry Harding have established a woodworking factory.

Chattanooga—Foundry.—T. W. Brown & Bro. will enlarge their wire-fencing plant, and will probably build a new foundry.

Chattanooga—Buggy Factory.—The Chattanooga Buggy Co. will enlarge and increase output of its factory.

Clarksville—Foundry.—Parties are corresponding relative to the establishment in Clarksville of a wagon-skein plant. Address for particulars secretary Business Men's Association.

Clarksville—Cold-storage Plant.—The Purty Milk & Creamery Co., previously reported incorporated, contemplates erecting a cold-storage plant; Frank S. Beaumont, secretary.*

Clarksville—Ice Plant.—Kleenan & Co. will install a three-ton refrigerating plant.

Columbia—Ice and Cold-storage Plant.—J. B. McLenore contemplates erecting an ice and cold-storage plant.*

Ducktown—Furnaces.—The Tennessee Copper Co. is grading site for its proposed furnaces for the reduction of copper ore.

Erin—Brick Works, etc.—The Tennessee Ball Clay Co. has been incorporated for mining clay and manufacturing brick, with capital stock of \$10,000, by W. R. Cooley, H. C. Merritt, Samuel T. Ford and others.

Greenville—Road Improvements.—It is reported that the county will appropriate \$15,000 for improvement of roads. Address "County Clerk."

Knoxville—Mineral and Timber Lands.—H. R. White and A. C. Palmetier of Condersport, Pa., are investigating with a view to purchasing timber and mineral lands in Blount and Sevier counties for development.

Knoxville—Water-power Development.—The Knoxville Power Co. has been organized, with capital stock of \$10,000, by John T. Wilder, R. W. Austin, T. R. Cornick, Samuel J. Morrow and James M. Murphy to utilize water-power of the Little Tennessee, Little and French Broad rivers.

Mt. Pleasant—Laundry.—A stock company has been organized, with capital of \$5000, for establishing the steam laundry reported recently; site has been purchased; building will be erected and machinery installed at once. C. A. Brounlow is secretary, and G. L. Ragan, manager.

Mt. Pleasant—Phosphate Company.—A company will be organized, with capital stock of \$50,000, to purchase rock and put it on the market. Address the Mt. Pleasant Real Estate Co.

Mt. Pleasant—Water-works.—Mayor J. M. Hunter and others are organizing a stock company to construct a system of water-works.

Ridgeley—Hook.—George H. Bush, Ridgeley, Tenn., has patented a handy hames hook that can be raised or lowered to suit any collar or horse neck, and solicits correspondence.

Sherman Heights—Bellows Factory.—The Chattanooga Bellows Co. has been organized, with W. H. Lockwood, president; A. J. McCord, vice-president; J. F. McGregor, secretary and treasurer, and established a bellows factory; is manufacturing also a number of specialties for the hardwood trade, and will probably enlarge its plant soon.

Sherwood—Saw-mills.—E. W. Bishop and J. D. Bishop of Cincinnati, Ohio, will establish saw-mills at Sherwood to develop 2605 acres of timber lands.

TEXAS.

Anthony.—Chartered: The Ellis Berry Co.,

by Oscar Ellis and others, with capital of \$500.

Bastrop—Coal Mines.—The Glenn-Bello Coal Co. has been incorporated, with capital stock of \$8000, by T. A. Halse, H. P. Luckett, Chas. Erhardt and others, to open coal mines.

Bonham—Cotton Mill.—The Bonham Cotton Mill has been organized, with capital stock of \$150,000, and will soon be ready to contract for machinery. Address J. C. Saunders, manager.

Bonham—Cotton Mill.—J. W. Russell, C. L. Bradford, Hugh Halse, R. D. Chaney and others have formed the Bonham Cotton Mill Co., with capital stock of \$150,000, for establishment of mill.

Celeste—Cotton Mill.—A company will be organized, with capital stock of \$50,000, for building cotton mill, as recently reported. Address R. D. Seales, secretary Business Men's League.

Clawson—Lumber Company.—Chartered: The Pine Island Lumber Co., with capital stock of \$50,000, by R. G. Caruthers, Lee Caruthers and A. P. McCormick.

Cvero—Cotton Mill.—Efforts are being made to organize a \$100,000 company for establishment of cotton mill, as recently mentioned. A modern electrical-power installation for the mill is very probable. Interested parties may address Otto Buchel.

Giddings—Cotton-oil Company.—Chartered: The Giddings Cotton Oil Co. has been incorporated, with capital stock of \$30,000, by A. E. Falke, W. H. Cherry and others.

Houston—Dry-plate Company.—Chartered: The Houston Dry Plate Co., with capital stock of \$60,000, to manufacture photographic dry plates, sensitive films, printing cut paper, etc., by C. U. Quinn, W. Bullard and S. W. Bogg, all of Corsicana.

Itasca—Cotton Mill.—The cotton-mill company reported organized, with capital stock of \$100,000, has been incorporated as the Itasca Cotton Manufacturing Co.; W. H. Webb, president.

Marshall—Machine Shops.—The Texas & Pacific Railway Co. will build new car shops at Marshall, as recently reported; contracts have not been let for construction of the buildings; L. S. Thorne, general manager, Dallas, Texas.

Nacogdoches—Brick Works.—H. L. Austin has established brick works with capacity of 40,000 per day.

Powell—Cotton Gin.—The company lately reported organized to build a cotton gin will be incorporated as the Powell Farmers' Gin Association, with capital stock of \$15,000. Address W. W. Adams.

Rhine—Flour Mill.—Ed Johnson has received contract for erection of a 125-barrel flour mill.

San Angelo—Bridge.—The city will issue \$10,000 of bonds for construction of a bridge across the North Concho in San Angelo. Address "The Mayor."

San Antonio—Street Improvements.—An ordinance has been passed submitting a proposition to vote \$30,000 worth of bonds for street improvements. Address "The Mayor."

San Antonio—Foundry, Cooperage, etc.—The F. F. Collins Manufacturing Co., recently reported as having increased its capital stock from \$100,000 to \$200,000, has done so for the purpose of increasing its manufacturing facilities, and will make additions; company purchased recently cooperage and woodworking plant, which it will operate and enlarge in the near future.

San Antonio—Brewery and Ice Plant.—The San Antonio Brewing Association has recently installed some new machinery, and is now putting in a new ice machine with an additional capacity of 300 tons, also a 5,000-gallon pumping machine; Otto Koehler, president.

Sherman—Nursery and Floral Company.—Chartered: The Texas Nursery & Floral Co., with capital of \$10,000, by E. U. Kirkpatrick, H. C. Robson and C. C. Mahew.

Sherman—Pressed-brick and Lime Company.—The Sherman Pressed Brick & Lime Co. has been incorporated, with capital stock of \$20,000, by R. E. Krueger, A. Saul and Jake Fisher.

Temple—Ice and Cold-storage Company.—The Temple Cold Storage and Ice Factory, recently reported incorporated, has been in operation for a number of years; its corporate name has recently been changed to the Temple Ice & Refrigerating Co. and its capital stock increased from \$30,000 to \$60,000; J. C. Mitchell, manager.

Waxahachie—Cotton Mill.—The Waxahachie Cotton Mills, lately reported, will build a 5000-spindle and 150-loom mill. Address L. C. Todd, secretary.

VIRGINIA.

Alexandria.—Chartered: The Big Sandy Company, to deal in coal, minerals, gas, etc., by C. E. Hellier, J. Duff, W. A. Paine and others; capital stock \$30,000.

Alexandria—Electric-light Plant, Laundry, etc.—The Alexandria Steam Laundry Co., reported lately as incorporated, has its plant already in operation, and proposes to enlarge it; also proposes to install an electric plant to furnish light, heat and power; Frank E. Anderson, president.

Alexandria—Telephone Company.—The purchasers of the Home Telephone Co., reported lately to enlarge and extend the plant, have incorporated the Capitol City Telephone Co., with Julian Taylor, president; Anthony W. Armstrong, vice-president; T. W. Johnson of Washington, secretary and treasurer. Archibald H. Taylor, James E. Ingram, Jr., R. B. Gordon, David M. Newbold, all of Baltimore, Md., are among the directors.

Crab Orchard—Coal Mining.—Calvin Pardee of Pennsylvania has purchased coal lands at Crab Orchard for \$100,000 and will develop at once.

Danville—Laundry.—The Danville Steam Laundrying Co. has been incorporated by J. A. Stephens, G. E. Newcomb, E. J. Newcomb and others to conduct general steam-laundry business; capital to be not less than \$5000 nor more than \$15,000.

Glade Springs—Plaster Factory.—Best Bros. & Co. of Medicine Lodge, Kans., are interested in the establishment of the plaster factory at Glade Springs, reported last week. It is proposed to establish a gypsum plant and utilize the product in the manufacture of kalsomine, compressed building stones, etc. Plant will cost about \$35,000.

Newport News—Pencil and Stove-polish Factory.—John F. Somers will, it is reported, establish a pencil and stove-polish factory.

Newport News—Drug Company.—Chartered: The Smith Drug Co., by E. M. Smith and others; capital stock \$5000.

Norfolk.—Chartered: The Ocean View Pleasure Pier Co., to build and maintain a pier at Ocean View (previously reported), with capital stock of \$500,000, by J. W. Perry, J. S. Graves, H. L. Page and others.

Norfolk—Fertilizer Factory.—Chartered: The F. S. Royster Guano Co., to manufacture fertilizers, etc., with capital stock of \$300,000, by F. S. Royster and C. F. Burroughs of Norfolk, C. E. Williams of Portsmouth and others.

Norfolk—Paper-box Factory.—Aaronson & Raffel, 217 West Camden street, Baltimore, Md., will establish a branch of their paper-box factory in Norfolk, as reported during the week.

Petersburg—Engraving Company.—The Southern Engraving Co. has been incorporated to conduct general engraving, lithographing and printing business, with William Budd, president; William Budd, secretary and treasurer, and R. D. Budd, manager; capital \$3000.

Portsmouth—Investment Company.—Chartered: The Suburban Investment Co., with J. E. Harnahan, president; M. L. Hunt, vice-president; J. M. Everett, treasurer, and W. J. Joiner, secretary; capital \$1000, and privilege of increasing to \$5000.

Richmond—Livery Company.—The Bennett Livery Co. has been incorporated, with capital stock of \$5000, by A. W. Bennett (president) and others.

Richmond—Paper Company.—The Eagle Paper Co. has been incorporated to conduct general manufacturing paper and cardboard business, with capital stock of not less than \$50,000 nor more than \$100,000.

Richmond—Iron and Nail Works.—The Old Dominion Iron and Nail Works will repair the damage to its works caused by fire; Arthur D. Clark, president.

Roanoke—Water-power Development.—The Roanoke Water-Power Co. has been incorporated to operate mills by W. H. Muse, Jr., C. W. Garst, S. M. Muse and others; capital stock \$5000.

Staunton—Machine Company.—Chartered: The Dudley Adding Machine Co., for manufacturing adding and printing machines, with capital stock of \$25,000, by J. H. Woodward, F. Rider, J. Woodward and others.

Suffolk—Shirt Factory.—The Suffolk Shirt Factory, lately reported, will operate forty machines and have capacity of 500 dozen shirts per week. Address G. A. Bozman.

Williamsburg—Knitting Mill.—The company lately reported has been incorporated as the Williamsburg Knitting Mill Co., with capital stock of \$50,000; L. W. Lane, Jr., president.

Wise—Mining.—Chartered: The Dominick

Mining Co., with capital stock of \$25,000, by H. H. Bond of Wise, F. A. Stratton, Johnson City, Tenn.; W. G. Bushnell of New Haven, Conn., and others.

Wytheville—Lumber Mills.—W. T. Poole, W. B. Minnick and others have formed the Wythe Lumber Co. for manufacturing lumber.

WEST VIRGINIA.

Huntington—Contracting Company.—Chartered: The J. C. Carpenter Co., with capital stock of \$100,000, by J. C. Carpenter, S. L. Carpenter and A. G. Hill, Jr., all of Clifton Forge, Va.

Randolph County—Saw-mill, etc.—McMillen & Minshall of Piedmont, W. Va., have purchased 1500 acres of timber lands in Randolph county, and will erect two saw-mills; contract for machinery awarded.

Wellsburg—Coal Mines.—E. L. and Frank R. Erbeck and Elmer Hough of Homestead, Pa., have secured 1200 acres of coal land near Wellsburg, and will develop same.

BURNED.

Cumberland, Md.—The milling plant of W. D. Althouse & Co. at Garrett.

Elizabeth City, N. C.—Blades Bros.' saw-mill; estimated loss \$75,000.

Elizabeth City, N. C.—Blades Lumber Co.'s mill; estimated loss \$100,000.

Kosciusko, Miss.—M. M. Hull's dry-kiln.

Nashville, Tenn.—The Nashville Laundry Works; loss about \$13,000.

New Cumberland, W. Va.—Mack Manufacturing Co.'s fire-brick plant, machine shop, etc.; estimated loss \$75,000.

Newport, Ark.—The Union Compress; estimated loss \$150,000.

Paducah, Ky.—B. N. Martin's tobacco re-handling house; estimated loss \$5000.

Paris, Ky.—G. G. White Distilling Co.'s distillery; estimated loss \$50,000.

Richmond, Va.—Old Dominion Iron and Nail Works damaged to extent of \$10,000; Arthur D. Clark, president.

Spring Hope, N. C.—Stemmyer of Woodward Tobacco Co., F. H. Chamberlain, manager; estimated loss \$14,000.

St. Louis, Mo.—The Adolphus Busch Glass Works; estimated loss \$75,000.

Summit, Miss.—Sanders & Mercier's drying-house; estimated loss \$1000.

Texarkana, Texas.—The repairing departments of the Texarkana, Shreveport & Natchez Railroad Co.; estimated loss \$16,000.

Ward, Ark.—Owens & Hewitt's saw-mill.

BUILDING NOTES.

Atlanta, Ga.—Club Building.—Contract will soon be awarded for erection of the Atlanta Gun Club building, to cost \$3500.

Atlanta, Ga.—Library Building.—J. H. Dinwiddie, supervising architect, 542-544 Equitable Building, will receive sealed proposals until April 30 for erection and completion of the Carnegie library building in accordance with plans and specifications prepared by Ackerman & Ross of New York city. Copies of plans and specifications can be had by addressing Mr. Dinwiddie on or before April 9, requests for which must be accompanied by certified check for \$25. Proposals must be accompanied by certified check for \$2000. Usual rights reserved.

Atlanta, Ga.—Office.—A 14-story office building, fireproof and to cost \$600,000, will be erected. Address Judge Ernest Kontz.

Baltimore, Md.—Bank Building.—The Canton National Bank has purchased site for \$2000 and will erect bank building; J. W. A. Geiger, cashier.

Baltimore, Md.—Hotel.—Carrollton Hotel will be remodeled and improved.

Cedartown, Ga.—Building.—A. E. Yarnall, 14 South Broad street, Philadelphia, Pa., has prepared plans for a three-story office building of brick and terra-cotta, with all modern improvements, for the Cedartown Company.

Celeste, Texas.—Hotel.—N. A. Barnard and others have organized a \$6000 stock company for establishing a hotel.

Cochran, Ga.—Mill Building.—H. L. Grice, committee chairman, will open bids April 17 for erection of cotton-factory building.

Columbia, Tenn.—Depot.—The Louisville & Nashville Railroad Co. will build new depot at Columbia; J. G. Metcalfe, general manager, Louisville, Ky.

Florence, Ala.—Courthouse.—Sealed proposals for construction of Lauderdale county's courthouse will be received until April 18. Plans and specifications will be on

file at judge of probate's office; also at office of George W. Stewart, architect, Temple Court, Atlanta, Ga. Certified check for \$500 required with each bid; \$10,000 bond required; usual rights reserved. Address Hon. J. J. Mitchell, judge of probate.

Greensboro, N. C.—Hotel.—The McAdoo Hotel will be extensively improved. Frank P. Milburn of Charlotte will have charge of the work.

Greensboro, N. C.—City Hall.—The building committee of the board of aldermen will advertise for bids for erection of new city hall until April 20. Address "The Mayor."

Greenville, S. C.—Residence.—J. A. McCullough will erect a \$5000 residence; Wilson & Edwards prepared the plans and W. F. Wole has contract.

Huntsville, Ala.—Buildings.—Otto Gudenrath & Bro. of Knoxville, Tenn., have awarded contract to North & Winston for erection of a steam bakery building and brick business block at Huntsville to cost \$25,000. Mrs. P. Milligan is erecting a brick business block to cost \$30,000. C. S. Jackson will erect large brick building. W. R. Struve and Mrs. C. C. Dement will erect building.

Kansas City, Mo.—Depot and Office Building.—The Chicago & Alton Railroad will erect a two-story brick and stone freight depot and office building to cost \$40,000; C. H. Chappell, general manager, Chicago.

Lafayette, La.—Building.—Bids will be received for erection of a two-story brick building for the Southwestern Louisiana Industrial Institute until April 10. Each bid must be accompanied by certified check for \$500. Bond required. All estimates addressed to Crow Girard, treasurer. Plans can be seen at Mr. Girard's office or by applying to Favrot & Livaudais, architects, 15 and 16 Dergre Building, New Orleans. Usual rights reserved.

Louisville, Ky.—Warehouse.—Clark & Loomis have prepared plans for brick warehouse for the Peaslee-Gault Company.

McComb City, Miss.—Cotton-mill Building.—Sealed proposals are invited until May 7 for erection of two-story brick building for McComb City Cotton Mills, according to plans and specifications now open for inspection in the McComb City Bank. Certified check for \$500 required. Usual rights reserved. Address J. J. White, president.

McRae, Ga.—Hotel.—The Stubbs Lumber Co. of Cox, Ga., will erect a brick hotel at McRae.

Mt. Airy, Ga.—Hotel.—Frank P. Milburn of Charlotte, N. C., is preparing plans for enlargement of the Mt. Airy Inn; C. Gresham, proprietor.

Mt. Pleasant, Tenn.—Business Block.—Dr. W. W. Kittrell and others are letting contracts for a business block to contain ten business houses.

Norfolk, Va.—Theater.—The Academy of Music will be improved at a cost of \$20,000. Address "The Manager."

Norfolk, Va.—Theater.—A theater will be erected at a cost of \$75,000. Address Jake Wells of Richmond, Va.

Norfolk, Va.—Store Building.—W. C. Dickson has awarded contract to L. T. Bilck & Co. for erection of a three-story brick store building to have tile floor and steel ceiling.

Norfolk, Va.—Temple.—The Ohio Sholem Temple has had plans made by John K. Peebles and awarded contract to E. Tatterson for the erection of its \$50,000 temple.

Orange, Texas.—Office Building.—Capt. John McKinnon will erect an office building.

Port Lavaca, Texas.—Bank Building.—The First National Bank will erect an office building.

Richmond, Va.—Station.—Doyle & Doak of Philadelphia, Pa., have invited bids on the four-story, steel frame, fireproof, granite front passenger station to be built at Richmond for the Chesapeake & Ohio Railroad and the Seaboard Air Line at a cost of \$300,000. Wilson Bros. & Co., Drexel Building, Philadelphia, Pa., prepared the plans.

Smithfield, N. C.—Warehouse.—The Farmers' Warehouse Co. has been incorporated to erect tobacco warehouses by T. C. Jordan, J. T. Hart, C. Rodford, W. H. Lassiter and others; capital \$2000.

Towson, Md.—Hotel.—The Towson Hotel Co. (recently incorporated) will purchase site for \$3500, on which it will build a \$20,000 hotel; Harrison Rider, president.

Valdosta, Ga.—Building.—T. B. & A. Converse will erect a four-story building.

Washington, D. C.—Buildings.—J. C. Weedon will erect a four-story brick apartment-house 56x100 feet, after plans prepared by N. T. Haller. Same architect has made plans for a row of seven houses for B. C. Gilmore, three stories, 18x70 feet.

RAILROAD CONSTRUCTION.

Railways.

Amarillo, Texas.—It is announced that the surveys being made for the extension of the Choctaw, Oklahoma & Gulf Railroad from Weatherford, its present terminus, to Amarillo will be completed in about thirty days. Officials of the company confirm the report that this extension is now under consideration. F. A. Mollitor at Little Rock is chief engineer.

Atlanta, Ga.—The Atlanta Belt Line Railway, now under construction, it is expected will be completed about June 1. It will be six miles in length. George C. Smith, president of the Georgia & West Point Railway Co., is one of the principal promoters of the enterprise.

Baltimore, Md.—Messrs. Lane Brothers Co. of Esmont, Va., it is announced, have secured a contract for reconstructing the branch of the Baltimore & Ohio from South Baltimore to Curtis Bay. J. M. Graham at Baltimore is chief engineer.

Baltimore, Md.—It is reported that the Baltimore & Ohio has decided to complete a second track on its Metropolitan division between Gaithersburg and Washington Junction. J. M. Graham, at Baltimore, is chief engineer of the company.

Baltimore, Md.—The Patterson Creek & Potomac Railroad, recently mentioned in these columns, will be six and one-half miles long and form a cut-off of the Baltimore & Ohio, reducing the distance on its main line in West Virginia ten and one-half miles. The Fish Creek Railroad will form another cut-off, avoiding grades between Grafton and Wheeling. It is stated that the company is ready to receive bids from contractors for the Patterson Creek line, which will include a tunnel 4000 feet long. J. M. Graham at Baltimore is chief engineer.

Beaumont, Texas.—The railroad of the Beaumont Wharf & Terminal Line will be about four miles in length, forming a belt line in the suburbs of Beaumont. W. W. Davidson is president of the company.

Birmingham, Ala.—F. M. Abbott, who represents the syndicate which recently purchased the Birmingham, Selma & New Orleans Railroad, has made a proposition to extend the line to Selma, a distance of forty-one miles, if stock subscriptions can be secured amounting to \$175,000 from people along the right of way. Mr. Abbott may be addressed at West Point, Miss.

Bristol, Tenn.—The Holston Valley Railway Co., it is reported, has made surveys for a branch to extend to a timber tract controlled by the Morton-Wiley Lumber Co. A. F. Willey at Bristol is general manager of the railroad company.

Cape Girardeau, Mo.—The Southern Missouri & Illinois Railroad & Bridge Co. proposes extending the Southern Missouri & Arkansas Railroad from Cape Girardeau to Gray's Point, in Scott county, Missouri, a distance of about fifteen miles. A bridge across the Mississippi river will give the line a connection with some railroad in Illinois. E. F. Blomeyer at Cape Girardeau is one of the promoters of the company.

Charleston, S. C.—An official of the Chattanooga, Augusta & Charleston Railroad Co. is authority for the statement that construction work will begin upon the Charleston end of the line before July 1. The section between Augusta and Charleston will be built first.

Charleston, W. Va.—It is stated that Northern capitalists have become interested in the proposed completion of the Charleston, Clendenin & Sutton Railroad to Sutton, W. Va., and arrangements are completed to build it. The distance is thirty miles. C. C. Lewis at Charleston is vice-president of the company.

Chester, S. C.—The stockholders of the Carolina & Northwestern Railway Co. will consider the question of changing the line to standard gauge at a meeting to be held April 24. It is also proposed to increase the capital stock of the company to \$2,000,000. William A. Barber is president.

Corsicana, Texas.—F. C. Hand writes the Manufacturers' Record that the company promoting the line between Corsicana and Sabine Pass has been reorganized as the Fort Worth, Corsicana & Sabine Pass Railroad Co. The estimated length of the line is 320 miles.

Cotton Plant, Ark.—W. T. Trice, president of the Maberry, Cotton Plant & Wheatley Railway Co., writes the Manufacturers' Record that the line which is proposed to be constructed will be fourteen miles in length. It is intended to begin construction work about June 1. No arrangements have been

made as yet to issue bonds. It will extend between the towns named.

Covington, Ky.—A correspondent of the Manufacturers' Record confirms the report that the Covington, Flemingsburg & Ashland Railroad, also the Brooksville Railroad, have been sold to a Chicago syndicate, which will connect the two and build an extension into Morgan county, Kentucky. Younger Alexander at Brooksville may be addressed.

Dallas, Texas.—The syndicate headed by J. B. Coffinberry of Cleveland, Ohio, has been authorized by the court to proceed with the construction of their electric line between Dallas and Fort Worth, and the work of grading has now begun.

Davville, Va.—The work of changing the gauge of the Danville & Western Railway is nearly completed between Danville and Leaksville, a distance of twenty-eight miles. The road can be used for narrow or standard gauge rolling stock by reason of the improvement.

Elkton, Md.—The Elkton, Cherry Hill & Chesapeake City Electric Railway Co. will probably begin work upon its line between Elkton and Chesapeake City in the near future, as it has secured an appropriation of \$58,000 by the action of the legislature. Among those interested in the company are J. C. Steele of Chesapeake City and John Banks of Elkton.

El Paso, Texas.—The report is confirmed that the Pecos Valley & Northeastern Railroad Co. has begun a survey for a direct line from Roswell, N. M., to El Paso, a distance of 175 miles. J. J. Hagerman at Colorado Springs, Colo., is president of the company.

Galveston, Texas.—The Nebraska & Gulf Railroad Co. has been incorporated in the State of Nebraska to build a line through Kansas, Oklahoma and Indian Territories and Texas to a seaport in Texas.

Harriman, Tenn.—It is stated that surveys are nearly completed for the extension of the Harriman & Northeastern Railroad to Wartburg, nine miles, and that work is to begin in the near future. J. E. Rodas at Harriman is general manager.

Huntsville, Ala.—The Mt. Pleasant Railway Co. is considering an extension as far as Huntsville. This line is now under construction between Ridley and Southport, Tenn., twelve miles. E. L. Gregory of Mt. Pleasant is one of the directors of the company.

Lexington, Ky.—Plans are under way with the view of building an electric line between Lexington, Richmond, Versailles and Georgetown, Ky. It is stated that New York parties are interested in the scheme.

Lithonia, Ga.—William H. Venable and J. A. Campbell of Atlanta are interested in the Atlanta, Stone Mountain & Dahlonega Railroad Co., recently formed to build a line from Lithonia to the line between North Carolina and Georgia by way of Dahlonega. The estimated distance is 100 miles.

Midville, Ga.—The charter of the Midville, Swainsboro & Red Bluff Railroad Co. has been amended, allowing the corporation to increase its capital stock to \$3,392,000. Its name has been changed to the Atlantic & Gulf Shortline Railroad Co. It proposes extending from each terminal point to complete a line between Augusta and the west coast of Florida. It is now in operation between Midville and Swainsboro, a distance of eighteen miles. Jesse Thompson of Augusta, Ga., is one of the principal owners of the line.

Mineral Wells, Texas.—It is stated that the Gulf & Brazos Valley Railway Co. will have its line completed to Jacksboro, Texas, by July 1. Here it will connect with the Chicago, Rock Island & Texas system. W. A. Squires at Henrietta is president of the Brazos Valley Railroad.

Nacogdoches, Texas.—It is announced that contracts have been let for a further extension of the Texas & New Orleans division of the Southern Pacific system, which will complete it to Nacogdoches. The contract covers twenty-two miles of line. J. T. Mahi at Houston, Texas, is engineer.

Nashville, Tenn.—Thus far eighty miles of the Tennessee Central Railroad have been graded and twenty miles completed, including a number of large bridges. The section of the road ready for operation extends from a connection with the Cincinnati Southern at Emory Gap to a point beyond Rockwood. Jere Baxter at Nashville is president of the company.

New Orleans, La.—It is reported that T. J. Woodward of New Orleans is interested in a plan to build an electric line between West End and Lewisburg, near New Or-

leans, which will include a bridge across a portion of Lake Ponchartrain. The estimated length of the line is twenty miles.

Sweetwater, Texas.—It is stated that the Kansas City, Mexico & Orient Railway Co. has secured control of the Panhandle & Gulf Railway, recently reorganized, and will extend it to Spofford, also Laredo, Texas. This line was formerly known as the Colorado Valley.

Thurber, Texas.—Charles Hamilton, general manager of the Texas Central Railroad Co., informs the Manufacturers' Record that surveys are now being made for the proposed branch between Dublin and Thurber, a distance of forty miles. It is possible a different line may be built from Thurber to a connection with the Central near Alexander, Texas.

Wadley, Ga.—The Wadley & Mt. Vernon Railway Co. is considering an extension from its present terminus at Rixville to Heartpine, where it would make a connection with the South Georgia Railroad. The distance is ninety miles. T. J. James is president of the company.

Machinery, Proposals and Supplies Wanted.

Manufacturers and others in need of machinery of any kind are requested to consult our advertising columns, and if they cannot find just what they wish, if they will send us particulars as to the kind of machinery needed we will make their wants known free of cost, and in this way secure the attention of machinery manufacturers throughout the country. The MANUFACTURERS' RECORD has received during the week the following particulars as to machinery that is wanted.

Blacksmith Tools.—See "Machine Tools."

Bobbin and Shuttle Machinery.—R. H. Hudgens & Son, Laurens, S. C., want information concerning bobbin and shuttle machinery.

Boiler.—Stratton Ice Works, J. R. Keller, manager, Pensacola, Fla., desires bids on fire or locomotive box boiler of 200 horsepower to stand working pressure of 125 pounds, with or without steam dome, no fixtures except grate bars and pop valve. Bidders must furnish specifications with bid.

Boiler and Engine.—See "Woodworking Machinery."

Boiler and Engine.—See "Lumber-mill Machinery."

Boiler and Engine.—Albert Bohanna, Molder, Ala., is in the market for boiler and engine.

Boilers.—See "Water-works."

Boilers.—Sealed proposals will be received at office of water commissioners, Atlanta, Ga., until April 11 for construction and delivery of three horizontal tubular boilers five feet in diameter, eighteen feet long, with dome thirty-three inches diameter, forty-two inches high. Boilers to be delivered and put up complete within ninety days from date of contract. Certified check for \$500 must accompany each bid. Bids should be endorsed "Proposals for Boilers." Usual rights reserved. Specifications may be had by addressing W. R. Dimmock, secretary.

Brick Machinery.—C. C. Jacobs, Sumter, S. C., wants to correspond with brick-machinery manufacturers.

Bridge Builders.—F. M. Welch, secretary Alexandria & Pineville Bridge Co., Alexandria, La., wants to communicate with bridge builders.

Broom Machinery.—J. S. Patton, Apgah, W. Va., wants machinery for manufacturing brooms.

Can Machinery.—F. A. Thole, Carbon Hill, Ala., wants material and outfit for making tin cans.

Cannery.—E. D. Ansley, 413 Jackson street, Americus, Ga., wants to correspond with manufacturers of canning machinery and evaporators.

Canning Machinery.—Savannah Canning Co., Savannah, Mo., is in the market for machinery for canning factory with capacity for 1,000,000 cans per year; also for the cans. Address L. R. Williams.

Cans.—See "Canning Machinery."

Cob-pipe Machinery.—See "Excelsior Machinery."

Copper.—Proposals will be received until April 10 at bureau of supplies and accounts,

Navy Department, Washington, D. C., to furnish at navy-yard a quantity of sheet copper and copper rivets. Blank proposals furnished upon application: A. S. Kenny, paymaster-general, U. S. N.

Cotton Mill.—See "Textile Machinery."

Cotton Mill.—Bonham (Texas) Cotton Mill, J. C. Saunders, manager, will soon be ready to contract for machinery for cotton mill.

Cotton Mill.—Liberty Cotton Mills, Liberty, S. C., wants to correspond with manufacturers of cotton-mill machinery. Address S. O. Skelton.

Cotton Mill.—Waxahachie Cotton Mills, L. C. Todd, secretary, Waxahachie, Texas, wants estimates on a 5000-spindle and 150-loom mill.

Cotton Mill.—R. D. Scales, secretary Business Men's League, Celeste, Texas, wants to correspond with manufacturers of cotton-mill machinery.

Cotton Ties and Bagging.—A. W. Muse & Co., No. 1 Broad street, Albany, Ga., want addresses of manufacturers of cotton ties and cotton bagging.

Engine.—J. P. Ekard, Conover, N. C., wants a four or five-horse-power gasoline engine.

Engine.—Suffolk Shirt Co., Suffolk, Va., will want to buy gasoline engine of from six to ten horse-power. Address G. A. Bozman & Co.

Engine.—R. E. Grant, Middleport, Ohio, wants a second-hand 10x36-inch Corliss engine.

Engine.—R. I. Anderson & Co., Timberlake, N. C. (shipping point Helena, N. C.), are in the market for a 50 or 75-horse-power engine.

Engine.—Wisconsin Machinery Co., Milwaukee, Wis., is in the market for a Corliss engine of from 300 to 400 horse-power.

Engine.—See "Sugar Mill."

Evaporating Machinery.—See "Cannery."

Evaporators.—Mallory Mill Supply Co., L. H. Wood, president, Macon, Ga., wants names and addresses of makers of fruit evaporators.

Excelsior Machinery.—C. C. Dugger & Co., Chattanooga, Tenn., are in the market for excelsior and cob-pipe machinery.

Fertilizer Machinery.—Lafayette Cotton Oil Mills, Lafayette, Ala., is in the market for fertilizer machinery.

Flour Mill.—Lavonia (Ga.) Milling Co., Box 901, will contract for machinery for 40-barrel roller flour mill after April 8.

Flour Mill.—Henry Donan, Three Springs, Ky., wants information regarding erection of a 30-barrel flour mill.

Flour-mill Machinery.—Corbett Mill Supply Co., 487 Missouri avenue N. W., Washington, D. C., wants to buy second-hand scalpers and centrifugal reels, roller mills, purifiers, etc.

Flour-mill Supplies.—W. M. Grogan, Middleton, Ga., wants to buy bolting cloths for flour mill.

Foundry Equipment.—American Machine & Foundry Co., Hanson Robinson, general manager, Hanover, Pa., wants catalogues of machinery, equipment and supplies used in foundry and machine plants.

Furniture.—"Norris," care of Manufacturers' Record, Baltimore, Md., wants second-hand solid oak directors' table; state size, condition and price delivered at Birmingham.

Gasoline Engine.—See "Engine."

Gasoline Engine.—See "Engine."

Gunsmith Supplies.—J. F. Carr, Coushatta, La., wants catalogues of gunsmith supplies and materials; also on jewelry, watches and clocks, bicycle repair parts, stove repair parts, etc.

Hames Manufacturers.—Geo. H. Brush, Ridgely, Tenn., wants addresses of hames manufacturers.

Ice Machinery.—Purity Milk & Creamery Co., Frank S. Beaumont, secretary, Clarksville, Tenn., desires prices on cold-storage plant.

Ice Machinery.—Wm. MacDonald, Keyser, W. Va., wants to communicate with manufacturers of ice machinery.

Ice Plant.—J. B. McLemore, Columbia, Tenn., wants prices on ice and cold-storage plant.

Ice Plant.—Allinder & McCulloch, Conway, Ark., want prices on a six-ton ice plant.

Ice Plant.—Paragould Compress Co., Paragould, Ark., wants prices on 25-ton ice machine.

Ice Plant.—The A. P. Bentley Co., Blackshear, Ga., wants bids on small ice-making plant.

Knitting Mill.—John D. Askew, Columbus,

Miss., wants information regarding the establishment of a \$30,000 hosiery mill.

Lampblack Machinery.—K. B. Harvey, Punta Gorda, Fla., wants to communicate with parties supplying lampblack manufacturing machinery.

Lumber-mill Machinery.—L. G. Nichols, Maquenne, La., is in the market for a circular lumber mill, boiler, engine, gang edger, trimmer, slab saws and lath mill.

Machinery and Tools.—Proposals will be received at bureau of supplies and accounts, Navy Department, Washington, D. C., until April 10 to furnish at navy-yard, Pensacola, Fla., a quantity of machinery and tools. Blank proposals furnished on application to navy-yard or to the bureau; A. S. Kenny, paymaster-general, U. S. N.

Machine Tools.—Florence Machine Works, R. M. Martin, president, Florence, Ala., will want 50-inch lathe, 12-foot bed; 12-foot planer, slotter, milling machine and small lathes.

Machine Tools.—J. P. Ekard, Conover, N. C., wants to purchase machine tools, including a power drill lathe; also blacksmith tools.

Machine-shop Equipment.—See "Foundry Equipment."

Mattress Machinery.—Edw. F. Walsh, Lynchburg, Va., wants information regarding mattress and upholstering machinery.

Mining Machinery.—E. Sheridan, 55 Broadway, New York, wants placer-mining machinery.

Mining Machinery.—J. N. Gorman, Richmond, Va., will probably be in the market for machinery for mining copper ore and reducing same to concentrates.

Pipe.—See "Water-works."

Pipe.—J. M. Sims, mayor, Evergreen, Ala., will need about three and one-half miles cast-iron water pipe, four, six and eight inches.

Pipe.—The city secretary, Dallas, Texas, has been authorized to advertise for thirty days for bids for 4000 feet of 16-inch cast-iron water pipe of standard weight.

Railway Equipment.—See "Tanks."

Railway Equipment.—Southern Machinery Co., Frank H. Reid, general manager, Gastonia, N. C., is in the market for 1000 to 1500 20-pound T rails.

Railway Equipment.—National Gas & Construction Co., 112 North Broad street, Philadelphia, Pa., will receive sealed proposals until April 14 for furnishing f. o. b. Greenville, S. C., about 15,000 heart pine or white oak ties 7x8x7 inches, 1000 7x8x8 inches, and all switch timbers at a price per lineal foot, 7x8 inches in size.

Reduction Plant.—See "Mining Machinery."

Roofing.—Eldridge Sugar Mill Co., J. F. Eldridge, treasurer, Orange Park, Fla., wants to correspond with manufacturers of iron roofing.

Rope Machinery.—See "Textile Machinery."

Saw-mill.—F. T. Jones, Richmond, Va., (general delivery) is in the market for a second-hand saw-mill complete.

Saw-mill.—Albert Bohana, Molder, Ala., is in the market for saw-mill.

Sewerage System.—See "Water System."

Sewerage System.—See "Water-works."

Sugar Mill.—George W. Bennett, Bennettville, La., wants second-hand three and one-half to four feet sugar mill and engine.

Sugar-mill Machinery.—Eldridge Sugar Mill Co., J. F. Eldridge, treasurer, Orange Park, Fla., wants to correspond with manufacturers of sugar-mill machinery.

Sugar-syrup Mill.—F. A. Thole, Carbon Hill, Ala., wants equipment for cane-syrup mill of 250 to 300 gallons per day capacity.

Tanks.—Atlantic Cotton Oil Co., Sumter, S. C., is in the market for twenty to twenty-five tank cars and storage tanks to hold 15,000 to 20,000 barrels of oil.

Telephone System.—A. H. Chappel, Chapel, Ga., wants material for telephone system.

Textile Machinery.—Edw. F. Walsh, Lynchburg, Va., wants information regarding twine, cordage and rope-making machinery.

Timber (Ties).—See "Railway Equipment."

Upholstering Machinery.—See "Mattress Machinery."

Water Supply, etc.—Sealed proposals in triplicate will be received until April 30 for constructing at Fort Hunt, Va., water supply and sewerage system. Envelopes must be marked "Proposals for Water Supply and Sewer System," addressed to J. C. Johnson, quartermaster. Usual rights reserved. Information furnished on application.

Water System.—Sealed proposals in triplicate will be received at Jackson Barracks, La., until April 20 for repairing water system. Usual rights reserved. Information furnished on application. Address W. C. Rafferty, quartermaster.

Water System.—Sealed proposals in triplicate will be received at Fort Morgan, Ala., until April 4 for constructing complete water system, including pump-house, pumping machinery, boiler setting, tank and trestle distributing system, well suction and suction pipes. Information furnished on application. Usual rights reserved. Address Robt. E. Wyllie, quartermaster.

Water-works.—Rosser & Castoe, Bellaire, Ohio, will need triplex power pump and gasoline engine, cast-iron pipe and special castings for water-works and sewerage system at Tacoma Park, Md.

Water-works.—Rosser & Castoe, Bellaire, Ohio, will need two 50-horse-power tubular boilers, two 750,000-gallon pumps, about 700 tons cast-iron pipe and cast-iron castings for water-works at Gallatin, Tenn.

Well-boring.—Bids for one or more bored wells at Pratt City will be received until April 19. For specifications see Albert & Byrne, engineers, Birmingham, Ala. Mail bids to E. J. Hudnall, Pratt City, Ala.

Woodworking Machinery.—See "Bobbin and Shuttle Machinery."

Woodworking Machinery.—Kemp Hardware Co., Front Royal, Va., wants addresses of parties who make lathes for turning shoe lasts and mallets.

Woodworking Machinery.—R. G. Taylor, East Broad street, Dunn, N. C., wants to communicate with manufacturers of wood-working machinery for furniture factory, including boiler, engine, etc.

TRADE NOTES.

Opening Granite.—In granite quarrying the opening of the granite in the shape and dimensions required is an important matter. C. C. Wyatt of Faith, N. C., a quarryman of years' experience, has a process by which the work can be done effectively without the excessive use of explosives. Those interested are invited to address Mr. Wyatt.

General Contractors.—Messrs. P. J. Fagan & Co. of Salisbury, N. C., are just establishing a branch office at Concord, N. C., with a full line of electrical and plumbing supplies. At Salisbury they will continue to carry a full line of builders' supplies. Messrs. Fagan & Co. transact a general contracting business, including the construction of water-works, sewers, sanitary plumbing, heating plants, etc.

Yellow-pine Lands.—Lumbermen are acquainted with the fact that on the Savannah river, in Georgia, is a fine growth of long-leaf yellow-pine timber. A tract in that neighborhood, containing 12,000 acres, is offered for sale. This property is near Savannah, is divided by a stream, and will thus afford excellent logging conditions. A. R. Smith of Norfolk, Va., (P. O. Box 394) can give particulars of this offering.

Packing-House Machinery.—The equipment of packing-houses is a branch of the machinery business that requires particular care in the selection of the most modern apparatus. Messrs. William R. Perrin & Co. of Chicago have for years been manufacturing and supplying to the trade packing-house machinery of all kinds, filter presses, etc. The Canadian business of the firm has grown to such an extent that it has established a branch at Toronto, Canada, where it will manufacture and supply its equipments and specialties.

Record of Towing Machine.—Those connected with shipping interests are aware of the many difficulties encountered in towing. The frequent breaking of hawsers in towing operations is a source of peril and loss. The Shaw & Spiegle steam towing machine, that was first introduced in 1888, has done much to abolish fear of the breaking hawser. Eighty machines of this patent have been made and put into use, and the manufacturer, the American Ship Windlass Co. of Providence, R. I., has yet to hear of the first hawser parting where this machine was in use.

An Ideal Lubricant.—With the near approach of the summer months it will pay engineers to investigate the merits of the genuine "Albany Grease." Messrs. Adam Cook's Sons, 313 West street, New York, the sole manufacturers, make a brand of this ideal lubricant especially for use in warm weather that has given splendid results.

Adam Cole, engineer, Lowe Bros. Co., Dayton, Ohio, writes the Messrs. Cook: "I have charge of an 18x42 Hamilton-Corliss engine, making seventy-two revolutions per minute; the thermometer in the engine-room during the summer months registers 117 degrees. The out-bearing became so hot on one of those days, I thought to shut down would be the only way out of the trouble, having exhausted all known remedies, such as cylinder oil, graphite, three noted brands of grease and cold water. Having some of your grease at hand I commenced using it, expecting to get the same results. I was somewhat amazed to get the required result. In one hour's time the bearing was back to its normal temperature. * * * I will always have some of your lubricant at hand."

Oil Filters.—There are many leading industrial establishments that know the advantages of using a good oil filter. Such a filter is one of the numerous factors that enter into the economical operation of plants that use oil. The "Cross Oil Filter" is one made by the Burt Manufacturing Co. of Akron, Ohio, for which important advantages are claimed. The maker says it will save 50 per cent. of oil bills. The important industrial concerns of this country use these filters. Recent orders received were from the Stoddard Manufacturing Co. of Dayton, Ohio, which says: "We have three 'Cross Oil Filters,' and consider they save their cost every six months." The Lehigh Valley Coal Co. ordered one filter just to see what it would do, and later ordered nine more; the West Virginia Pulp & Paper Co. of Piedmont, W. Va., ordered four 50-gallon Cross filters, and the Pittsburg Coal Co. (operating forty mines) is installing an equipment of these filters. Many other well-known American companies ordered these filters lately. The Burt Manufacturing Co. guarantees its filters and sends them on approval.

Complete Machine Plant.—Another complete machine and foundry plant will be added to the thousands already operating in the great manufacturing State of Pennsylvania. This new establishment will be located at Hanover by the American Machine & Foundry Co., of which R. L. Patterson (of the American Tobacco Co.) of New York is president; Hanson Robinson, vice-president and general manager; J. T. Wilcox, secretary, and Thomas M. Brown, treasurer. Both Messrs. Robinson and Brown were connected for years with the Detrick & Harvey Machine Co. of Baltimore, and their experience will be of material assistance in the successful conduct of the new business. Mr. Robinson will be in the designing and mechanical line, and Mr. Brown in selling and office work. The American Machine & Foundry Co. has ample capital at its command; it has purchased the Hanover Foundry & Machine Co. and plant, and after thoroughly re-equipping the latter, will manufacture all the machinery used by the American Tobacco Co. A general foundry and machine business will also be transacted. The company states that it is desirous of obtaining catalogues of machinery, equipment and supplies needed in its industry.

Largest Heating Plant.—The proper heating and ventilation of buildings has been a problem that engaged the attention of some of the most thorough and competent engineers. In this connection an installation of a heating plant at Kansas City is here briefly referred to in the belief that it will interest. The building in which the democratic convention will be held this year is the one in question. It is 300 feet long, 180 feet wide, and has an extreme height of 87 feet. The structure is practically all windows, so that the problem of heating and ventilating such a vast area was an important one. After a thorough canvass of the different systems thought applicable to this case, contract was awarded to the Garden City Fan Co. of Chicago. This company accordingly placed its apparatus, including two immense blowers or fans, together with the accompanying battery of heating coils, and how efficient the system is is fully shown by stating that a test of the apparatus, made on a day when the temperature was 18 degrees below zero in the street, showed the temperature of the building to be 70 degrees in every part. During the heated term of the year this equipment of fans is used to pour into the building great quantities of pure, fresh, cool air from out of doors. This heating plant is familiarly known as the "hot-blast system," and this particular equipment in the Kansas City building is said to be the largest ever installed in this country. The Garden City Fan Co. has recently obtained contract to place a similar apparatus in the Coliseum at Chicago, a building of about the same size as that in Kansas.

TRADE LITERATURE.

Locks.—Probably there is no more important line of goods in the hardware trade than that which covers locks. A most complete line of locks is that manufactured by the Miller Lock Co. of 4523 Tacony street, Frankford, Philadelphia, Pa. The company's catalogue presents illustrations, terse descriptions and prices on these goods.

The Comet Crusher.—Messrs. Fraser & Chalmers of Chicago have issued Catalogue No. 6 (ninth edition), which treats entirely of the "Comet Crusher." This machine is well known, and its efficient qualities have secured for it an extensive sale throughout the world. Those having use for a crushing plant are invited to examine the principles and working of this crusher.

Harvard University Summer School.—Harvard University issues several pamphlets relative to its summer school of arts and sciences for 1900. The programmes of study name such important branches as civil engineering, mechanical and electrical engineering, mining and metallurgy, chemistry, architecture, etc. Pamphlets on application to J. L. Love, secretary, Cambridge, Mass.

Barrows and Trucks.—Barrows, trucks and kindred equipment have grown to an extensive usage. These articles are required by the domestic and foreign trades in a constantly-increasing ratio. Manufacturers of such equipment include the well-known Syracuse (N. Y.) Chilled Plow Co. This company's catalogue No. 9 (superseding all others) relates exclusively to its barrows, trucks, contractors' plows, steel sewer buckets, road scrapers, etc.

Ventilation.—The question of ventilation enters largely into the construction of modern buildings. Even if the buildings are already erected, owners are constantly finding it advisable to put in position efficient ventilating devices. Messrs. Merchant & Co. of 517 Arch street, Philadelphia (with offices in New York, Chicago and Brooklyn), manufacture the "Star Ventilator," a few pertinent facts concerning which are given in the company's recent leaflet.

Everything for Textile Manufacturers.—The "Red Book" textile-supply directory is one of the most handy and useful volumes of its character issued. The fifteenth edition is now offered by the publisher, the Davison Publishing Co. of 401 Broadway, New York city. The book gives a thorough list, alphabetically arranged, of the many manufacturers of and dealers in textile-mill supplies. Such supplies include everything the textile manufacturer can possibly require, namely, the various chemicals, dyestuffs, shoddy, waste, textile machinery, etc. The book sells for \$1.

Lubrication.—Lubrication is one of the most important points in the economical operation of engines, and such operation necessarily includes efficient service. The "Lackawanna Cylinder Lubricator" is designed for all classes of engines. It is convenient, durable and reliable. The heating attachment used is also of especial merit. Two leaflets recently issued give some important data concerning the "Lackawanna" filters. The Lackawanna Lubricator & Manufacturing Co. of Scranton, Pa., manufactures the devices mentioned, and will send full particulars to those interested.

Transferring Materials at Sea.—The problem of transferring materials from ship to ship while at sea has been a serious one in maritime circles. Especially for the coaling of vessels at sea (notably war vessels) has an efficient device been sought. The advantages of such an equipment can scarcely be overestimated. The solution of the vexed problem is found in the "Lidgerwood-Miller Marine Cableway," which has been tested thoroughly in calm and rough weather, performing its required duties in a manner most gratifying to its makers and those using it. This cableway will transfer coal, ammunition, supplies and provisions from ship to ship at sea. United States naval officers of the highest repute have testified to the perfection of this equipment, the result of the labors of Mr. Spencer Miller, who designed the apparatus. The Lidgerwood Manufacturing Co. of 96 Liberty street, New York city, constructs this cableway, and is solicitous of hearing from any probable users of such an equipment. A pamphlet just issued with the company's compliments gives a short history and description of the cableway mentioned. Mr. Miller is the author of the pamphlet, which is reprinted from the Engineering Magazine.

FINANCIAL NEWS.

The Manufacturers' Record invites information about Southern financial matters, items of news about new institutions, dividends declared, securities to be issued, openings for new banks, and general discussions of financial subjects bearing upon Southern matters.

New Corporations.

Felix Jackson and others are interested in the formation of a national bank at Port Lavaca, Texas.

A charter has been issued to the First National Bank of Orangeburg, S. C., with \$60,000 capital stock.

W. H. Baker and others have organized the Home Investment Co. at Winchester, Va., capitalized at \$200,000.

The business men of Celeste, Texas, have decided to organize a national bank in that town with \$30,000 capital stock.

Samuel F. Wilson and others are organizing a bank at Joplin, Mo., which will be called the Joplin Savings Bank.

It is stated that capitalists of Longview, Texas, are interested in the establishment of a bank at Tioga, in that State.

Solomon Kohn and others have organized the W. K. Sease Company at Orangeburg, S. C., to do an insurance business.

The Mexia Loan & Trust Co. has been formed at Mexia, Texas, capitalized at \$10,000. A. M. Kennedy is one of the promoters.

William Schwartz and others are interested in the Twenty-ninth German-American Building Association organized at Baltimore.

The new bank to be organized at Georgetown, Ky., will be known as the Farmers' Bank, and will be capitalized at \$50,000.

J. J. Lawson and W. D. Ames are interested in the Bank of Virginia, recently incorporated at Virgilina, Va., with \$25,000 capital stock.

H. C. Glenn and J. T. Jones are interested in the Marshall Banking Co., which has been organized at Richmond, Va., with \$5000 capital stock.

The United States Deposit and Savings Bank is being organized at New Orleans to succeed the United States Trust and Savings Bank in that city.

The Fidelity Investment & Security Co. has been organized at Huntington, W. Va., with \$100,000 capital stock, by N. G. Watson and others of Ashland, Ky.

George W. Richardson and A. F. Stone are interested in the Marion National Bank, which has been organized at Marion, Va., with \$25,000 capital stock.

The Merchants and Mechanics' Bank of Columbus, Ga., will be changed to a national bank, taking advantage of the new law. It will be capitalized at \$100,000.

A bank has been organized at Gilmer, Texas, under the title of the First National Bank. W. Boyd, Sr., is president, and L. H. Hall, cashier. The bank is capitalized at \$25,000.

It is announced that the Atlanta Country Bank Stock Association has decided to organize two additional banks, one at Shellman and the other at Ashburn, Ga. Mr. W. S. Witham will be president.

The Merchants and Planters' Bank, recently organized at Berkeley, Va., has begun business with \$30,000 capital stock. Foster Black is president; Alvah H. Martin, vice-president, and George T. Tilley, cashier.

The Bank of Enterprise, La., succeeds the Clark County Bank in that town. M. W. Buckley has been elected president; T. J. O'Farrel, vice-president, and Frank Voorheis, cashier. The bank is capitalized at \$10,000.

Applications for national bank charters in Maryland have been received from William Schaeffer, interested in the proposed German National Bank at Cumberland, and S. D. Sensey, who is interested in a bank to be organized at Union Bridge. Applications have also been received to organize a bank at Baltimore and one at Annapolis.

New Securities.

The people of Hagerstown, Md., have voted in favor of issuing \$65,000 in bonds for improvements.

Hamblen county, Tennessee, has voted in favor of issuing \$50,000 in bonds for road improvements.

A bill is pending in the Maryland legislature authorizing the town of Snow Hill to issue \$15,000 in bonds.

The Birmingham Auditorium Co. of Birmingham, Ala., has decided to issue \$20,000 in 7 per cent. bonds.

The State of Texas has purchased \$133,000 worth of 4 per cent. refunding bonds of Travis county, Texas.

Messrs. John Nuveen & Co. of Chicago have purchased the issue of bonds recently offered by Pratt City, Ala.

Chicago and Chattanooga investors have purchased the issue of bonds recently offered for sale by Towns county, Georgia.

A. D. Bailey will receive proposals until April 18 for the issue of \$40,000 in 5 per cent. improvement bonds of Newport, Ark.

The issue of \$20,000 in bonds of the town of South Boston, Va., is still on the market. The town clerk will give further particulars.

The Carolina Loan & Trust Co. of Greenville, S. C., has decided to increase its stock \$50,000, which will make its aggregate capital \$100,000.

A committee has been appointed to negotiate the sale of \$5000 in 5 per cent. bonds of Jackson, Ga., on May 1. B. P. Bailey is one of the committee.

Arnold Harris may be addressed relative to the bonds to be sold by the town of Eastman, Ga. Bids will be received until April 9. The amount is \$15,000.

A bill is pending in the Maryland legislature authorizing the town of Ellicott City to issue \$30,000 in bonds for road improvements. Address the town clerk.

It is stated that the issue of \$20,000 in 3½ per cent. bonds of Williamson county, Texas, is still on the market. The commissioners' court may be addressed at Georgetown, Texas.

The issue of \$3,500,000 in 3½ per cent. stock of Baltimore recently placed on the market has been sold to Sperry, Jones & Co. of Baltimore for \$3,951,850. This is at the rate of 112.91, realizing a total premium of \$451,850. The price is considerably more than that obtained for New York city securities at their last sale. Seventeen offers were made from local and out-of-town investors.

Dividends and Interest.

The Old Town Bank of Baltimore has declared a semi-annual dividend of 4 per cent.

The Commonwealth Bank of Baltimore has declared a semi-annual dividend of 2 per cent.

The Louisville Trust Co. of Louisville, Ky., has declared a quarterly dividend of 1½ per cent.

The National Marine Bank of Baltimore has declared a semi-annual dividend of 3 per cent.

The National Bank of Baltimore will pay the interest due on bonds of the Blue Ridge Hotel Co.

The Virginia-Carolina Chemical Co. of Richmond, Va., has declared a quarterly dividend of 2 per cent.

Hopkins Place Savings Bank of Baltimore announces an extra dividend of one-half per cent. in addition to the regular interest of 3 per cent. to depositors.

Recent dividends declared by corporations at Greenville, S. C., include the Piedmont Savings & Investment Co., 8 per cent. annual; Victor Cotton Manufacturing Co., 4 per cent. semi-annual, and the People's Bank, 2 per cent. quarterly.

Financial Notes.

The First National Bank of Opelika, Ala., has determined to increase its circulation to \$100,000.

The name of the Old Line Real Estate & Trust Co. of Baltimore has been changed to the Central Real Estate & Trust Co. by act of the legislature.

A dispatch from Montgomery, Ala., states that arrangements have been made to consolidate the Bank of Montgomery and the Merchants and Planters' National Bank.

It is stated that the First National Bank, the Third National Bank and the Chattanooga National Bank of Chattanooga, Tenn., have decided to increase their circulation by taking advantage of the new national banking law.

A Successful Ginner.

[Jackson (Miss.) Clarion-Ledger.]

Mr. W. D. Lee, a prominent citizen of Raymond, and one of the best-known citizens of Hinds county, was a visitor at the capital yesterday on business.

Mr. Lee is a prominent planter of the Raymond neighborhood, and is perhaps one of the best-posted agriculturalists in this section of the State. Two seasons ago Mr. Lee introduced an innovation at Raymond in the shape of the American round-bale cotton press, purchasing one of the gins manufactured by that company, and he is highly pleased with his new enterprise. Discussing the subject with a Clarion-Ledger reporter last night in the Edwards House lobby, Mr. Lee said:

"The round-bale press is an unqualified success. I am not only satisfied with it personally, but it has given eminent satisfaction to the farmers of the neighborhood. In spite of the short cotton crop this year I have ginned 1400 bales of cotton on the round-bale system, which is twice as much as that turned out by any other gin in the neighborhood. What most pleases the farmers is the fact that they received for their round-bale cotton an average of one-half a cent per pound more than that received by the farmers who had their cotton put up in the old square bale. I bought their cotton at the gin, paying cash in full on all purchases, and sold direct to New Orleans on the same day purchased. The press is growing rapidly in favor, and next year I expect to get three-fourths of the cotton of the neighborhood. It does not take an expert in arithmetic to figure what this will mean to the farmers. Receiving one-half cent more on the pound than they formerly did, the inducement is too great to be neglected, and the additional fact that spot cash is paid for all purchases will, I believe, go a good ways toward abolishing the iniquitous system of mortgaging the crop before it is planted.

"Another good point of the round-bale press is the fact that it picks absolutely clean. Last year, when the cotton was of low grade, especially toward the close of the season, I told the farmers to bring in their cotton, burs and all, getting it out of the field at the earliest possible moment. The press turned out the fiber as clean as though it had been long staple cleanly picked, and when the square bale

TABLE OF CONTENTS.

| EDITORIAL: | Page. |
|---|-------|
| Mr. Huntington and the Nicaragua Canal..... | 175 |
| Studying Labor Problems..... | 175 |
| The Texan Outlook..... | 175 |
| Pointers from Competitors..... | 175 |
| Isthmian Canal Bibliography..... | 176 |
| German Ironmakers Selling 1901 Output..... | 176 |
| Strides in the Textile Industry..... | 177 |
| The Cullom Amendment..... | 177 |
| American Rails Abroad..... | 178 |
| A Southerner Honored..... | 178 |
| Industry in Mississippi..... | 179 |
| Alabama Brown Ores..... | 179 |
| Eastern Iron Markets..... | 179 |
| The Iron and Metal Trades..... | 180 |
| The Pig-Iron Market..... | 180 |
| FOREIGN TRADE: | |
| Electric Lights in Holland..... | 180 |
| Hamburg-American Additions..... | 180 |
| Terminals at Galveston..... | 180 |
| Sugar from Cuba..... | 180 |
| Jettings at the Ports..... | 180 |
| RAILROADS: | |
| Spartanburg to Rutherfordton..... | 180 |
| Chesapeake & Ohio Directors..... | 180 |
| Seaboard Air Line..... | 180 |
| To Enter St. Louis..... | 180 |
| President of Kansas City Southern..... | 180 |
| Secured Norfolk & Western Stock..... | 180 |
| Railroad Notes..... | 180 |
| Strides of Somerset..... | 181 |
| Working for Beaumont..... | 181 |
| TEXTILES: | |
| Another \$100,000 Mill at Atlanta..... | 181 |
| Planning a \$500,000 Addition..... | 181 |
| Another \$100,000 Mill..... | 181 |
| A \$25,000 Knitting Mill..... | 181 |
| Witham Cotton Mills..... | 181 |
| To Add 10,000 Spindles..... | 181 |
| The Cotton Movement..... | 181 |
| Textile Notes..... | 181 |
| Cottonseed-Oil Notes..... | 181 |
| PHOSPHATES: | |
| Phosphate Markets..... | 182 |
| Tennessee Phosphate..... | 182 |
| Florida Phosphates..... | 182 |
| Phosphate and Fertilizer Notes..... | 182 |
| Crosstie Suggestions..... | 182 |
| LUMBER: | |
| Lumber Market Reviews: | |
| Baltimore..... | 183 |
| Norfolk..... | 183 |
| Charleston..... | 183 |
| Jacksonville..... | 183 |
| Mobile..... | 183 |
| Lumber Notes..... | 183 |
| MECHANICAL: | |
| The Triumph Exhaust Fan (Illus.)..... | 184 |
| Improved 16-Inch Engine Lathe (Illus.)..... | 184 |
| CONSTRUCTION DEPARTMENT: | |
| New Enterprises..... | 185 |
| Building Notes..... | 187 |
| Railroad Construction..... | 188 |
| Machinery Wanted..... | 188 |
| Trade Notes..... | 189 |
| Trade Literature..... | 189 |
| FINANCIAL NEWS: | |
| New Corporations..... | 190 |
| New Securities..... | 190 |
| Dividends and Interest..... | 190 |
| Financial Notes..... | 190 |
| A Successful Ginner..... | 190 |

holders were encountering great difficulty in selling their last picking at any price, we were placing the round bales of the same grade on the market without any difficulty whatever. The round bale goes to the spinner with the fiber in regular order, and in the proper condition to be placed direct on the machinery. No sorting is necessary, and the exporters manifest an absolute greediness to get hold of the round bales in filling their shipments. The system is an unqualified success, and it means a revolution in the system of marketing cotton."

Automatic Fire Protection.—In recent years automatic fire protection equipments have been constantly making their way into general use. In manufacturing establishments especially are these equipments in large demand. Those who are not acquainted with such equipments little know what efficient service they can render in cases of incipient fires that without this protection would develop into disastrous conflagrations. The General Fire Extinguisher Co. of Providence, R. I., is the maker of tried and proved fire protection equipments in the sprinkler class, and its "U. S. Sprinkler Bulletin," issued quarterly, gives some interesting information along this line. Copies may be had for the asking.